

How CTC Saves On  
Bangor & Aroostook

November 18, 1957

# RAILWAY AGE *weekly*

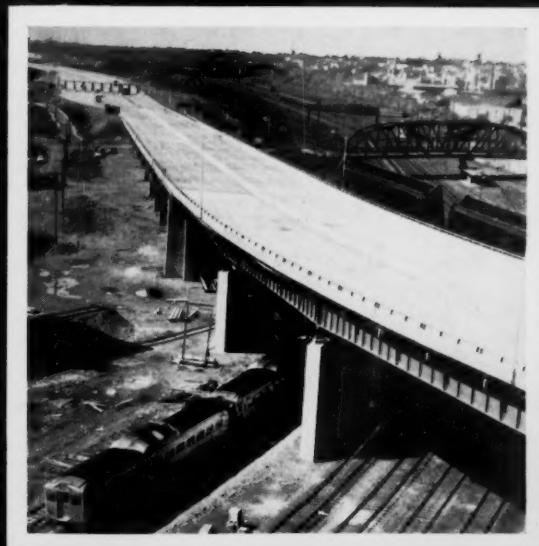


**"We've picked up a  
persecution complex"**

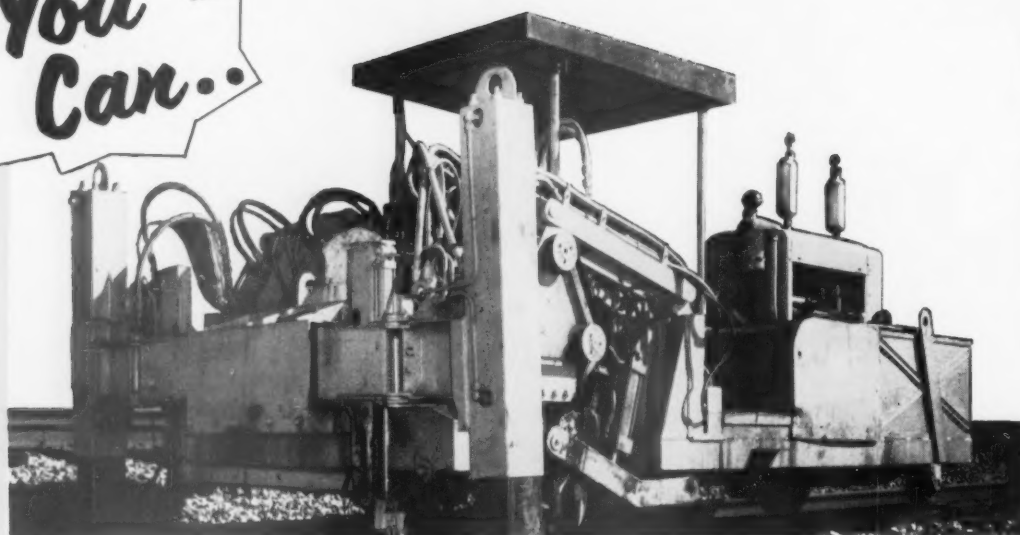
AWR's Roddewig says rails can  
take initiative and solve  
own problems

## The Continuing **OUTRAGE**

How New Jersey Turnpike rides  
high on tax advantages



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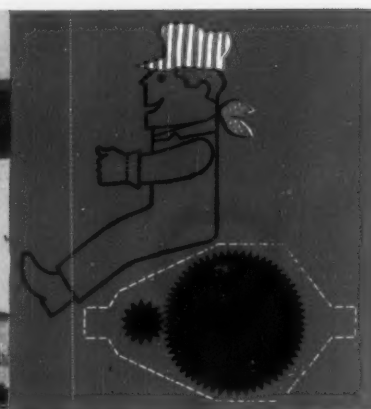


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RAILROAD PRODUCTS





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## C&NW starts station-closing drive .....p. 9

In a dramatic bid to eliminate "unused, unneeded and unproductive" station services, the railroad has requested authority to withdraw the agent and remove the depot from 69 one-man station locations in South Dakota. In replacement, the C&NW would set up central agency or headquarters areas. The proposal is part of a larger plan to revise agency service in each state in which the railroad operates.

## Archaic regulation is RRs' deadly foe .....p.11

Slowness in translating interstate rate increases into intrastate rates has "desperately hurt the railroads," Wayne A. Johnston, Illinois Central president, told an institute of the Transportation Association of America. The "splendid new spirit of understanding" on the part of the ICC was praised by Mr. Johnston.

## New Wabash yard speeds Chicago service .....p.14

Important economies for the railroad and better service for shippers are the results of a centralization program recently completed by the Wabash. The road has concentrated at a single location—Landers yard—all major Chicago operations formerly carried on at widely scattered locations.

## How CTC saves on Bangor & Aroostook .....p.20

Savings of \$36,000 annually have been achieved on the BAR through installation of a modern signal system, including centralized traffic control, which permitted removal of second track on 15.5 miles of line.

## Roddewig sets new pace for Western railways .....p.23

Successful business enterprises, good investments, and efficient and valuable transportation agencies. These are the characteristics of Western railroads that will be demonstrated by Clair M. Roddewig, new president of the Association of Western Railways, through increased and broadened public relations activities.

## The continuing OUTRAGE: Railroad patrons beware.....p.40

A major U.S. problem is that of keeping all parts of the economy strong and expanding together. One weak link in the chain can mean trouble. Such a danger exists in the basic inequality of tax treatment accorded railroads, the cheapest and most efficient transportation available, and their competitors. Railroads are heavily taxed to help pay the bills for the constantly expanding network of highways.

## The Action Page—Goldfish bowl or smoke screen?.....p.54

You'd think government, which puts up the money for construction and maintenance of highways and waterways, would want

to know in detail all about the transportation service provided by those media. It isn't so. But railroads, which operate entirely on privately owned property, are required by government to give statistical reports down to the last detail. What's the explanation?

### Short and Significant

#### **Average increase of 206% in commuter fares . . .**

has been requested by the New York Central affiliate, the Boston & Albany, on all suburban service in the Worcester, Mass.-Boston area. B&A suburban service, says Ernest C. Nickerson, vice-president—passenger sales and service of the parent NYC, is operating at a loss of \$2,600,000 yearly, making allowance for a yearly return of 6% on investment.

#### **Decision on CPR proposal to eliminate firemen . . .**

from diesel locomotives in yard and road freight service is expected to be made by the Kellock Royal Commission shortly after the first of the year. Eight months of hearings and investigations on the dispute between the railroad and the Brotherhood of Locomotive Firemen & Enginemen have ended. The commission was appointed after a nine-day strike last January.

#### **Diversification of railroad operations . . .**

"if they find it would give them financial stability and enable them to do a better transportation job," was advocated by AAR President Daniel P. Loomis at last week's New York Railroad Club dinner. "What I am proposing," he said, "is that railroads be allowed to become transportation companies and engage in all forms of transport, furnishing a truly coordinated service."

#### **No joint action . . .**

will be taken on the planned incentive program to boost sleeping-car travel. Western lines discussing the plan have all but abandoned the idea, which was to award merchandise prizes for increases in Pullman sales.

#### **Pittsburgh railroads fill breach again . . .**

The city, in the grip of a trolley strike for the second time in three years, is again falling back on the railroads for mass transportation. The Pennsylvania and Baltimore & Ohio have added some 22 extra trains; PRR reports hauling an average of 22,000 commuters each weekday (against 9,000 in normal times). Railroads did the same thing in the transit strike of 1954—and found their new riders to be strictly for the emergency only.

#### **Suburban service wrangle continues . . .**

Legal action seeking to bring about a resumption of Chicago, Aurora & Elgin passenger service between Aurora and the Loop is before the Illinois Appellate Court, but no hearing is expected before January. CA&E dropped its commuter service last July.

## Week at a Glance CONT.

### **Current Statistics**

Operating revenues, nine months	
1957 .....	\$7,909,421,720
1956 .....	7,824,822,128
Operating expenses, nine months	
1957 .....	\$6,180,350,497
1956 .....	6,027,733,256
Taxes, nine months	
1957 .....	\$827,403,872
1956 .....	831,431,170
Net railway operating income nine months	
1957 .....	\$699,477,372
1956 .....	774,662,636
Net income estimated, nine months	
1957 .....	\$538,000,000
1956 .....	612,000,000
Average price 20 railroad stocks	
November 12, 1957 .....	68.61
November 13, 1956 .....	97.29
Carloadings revenue freight	
Forty-four weeks, 1957 ..	30,769,872
Forty-four weeks, 1956 ..	32,264,441
Average daily freight car surplus	
Wk. ended Nov. 9, 1957 ..	14,820
Wk. ended Nov. 10, 1956 ..	2,843
Average daily freight car shortage	
Wk. ended Nov. 9, 1957 ..	216
Wk. ended Nov. 10, 1956 ..	8,967
Freight cars on order	
October 1, 1957 .....	71,981
October 1, 1956 .....	122,421
Freight cars delivered	
Nine months, 1957 .....	76,344
Nine months, 1956 .....	47,341

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*Without a single hotbox!*



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The Hy-Roll design is the culmination of HYATT'S experience in building more time-tested straight cylindrical roller bearings than any other maker. It has four key features:


- 1 Straight cylindrical rollers provide greater load-carrying capacity and longer life.
- 2 Fewer parts simplify maintenance.
- 3 Generous race flanges absorb lateral thrusts.
- 4 Positive seals retain 3-year grease supply, prevent damage from foreign matter.

Since December, 1953, one hundred Chesapeake & Ohio 50-ton pulpwood cars like this one have averaged 30 miles a day on HYATT Hy-Roll Bearings. As of June 1, 1957, that adds up to 37,830 miles per car or a grand total of 3,783,000 car miles—without a hotbox or bearing failure of any kind. Compare this record with your average car mileage per hotbox and you'll see why it pays to switch to Hy-Rolls!

But that's only *half* the story. HYATT Hy-Rolls practically eliminate lubrication-inspection costs and delays, too. (They take only 8 ounces of grease every three years.) They have fewer parts than other roller bearings—need no fitting adjustments—save substantially on upkeep costs because of such extra-stamina features as races forged of finest high-nickel steel.

Remember—obsolete bearings are a freight car's greatest liability. *HYATT Hy-Rolls are its greatest asset!* Hyatt Bearings Division, General Motors Corporation, Harrison, New Jersey.



Another   
contribution  
to railroad  
progress



**HYATT** *HY-ROLL BEARINGS*  
FOR NON-STOP FREIGHT



# C&NW Starts Station-Closing Drive

Carrier asks South Dakota PUC for authority to withdraw agent from 69 stations; "central agency" might be substituted; proposal is part of larger plan to revise agency service in each state in which road operates.

The Chicago & North Western has made a dramatic bid to eliminate "unused, unneeded and unproductive" station services.

The road started its drive with a petition to the South Dakota Public Utilities Commission, asking authority to withdraw the agent and remove the depot from 69 one-man station locations and 30 days thereafter to determine feasibility of installing a "central agency or area headquarters" setup.

The station adjustment proposal, C&NW told the commission, "is part of a larger plan to revise, rearrange and adjust agency service in each of the states in which petitioner operates . . . The situation with respect to the inconsequential amount of actual work time devoted to handling traffic and business at many stations is present not only in South Dakota but in many other of petitioner's states. The intent is to make a revision, rearrangement, and adjustment that will recognize this fact and provide agency service that in some measure, at least, reflects the duties necessary to be performed in relation to the available traffic."

Under North Western's plan, an agent at some central location would handle business now served by two or more stations. The road has 87 one-man stations in South Dakota; 85 are involved in the adjustment program. The present petition concerns removal of agent and depot from 69 stations where "the average station work load per working day does not exceed two hours time." North Western added, however, that if a central agency plan is adopted, agents would be retained at 16 of the 69 stations.

The road estimated net savings under the central agency proposal at over \$250,000 annually. The public interest, C&NW declared, "requires immediate relief in order to permit petitioner to effect substantial annual savings as a contribution toward the funds needed by it" for improving the system.

The North Western told the commission its aim is to "accomplish the elimination of waste, and effect . . . substantial savings through adoption of the central station agency plan rather than by complete withdrawal of the agents."

South Dakota's railroads, the carrier continued, were laid out, and stations located, "to serve a farm economy geared to horsedrawn transportation . . . A transportation revolution has occurred . . . Today passenger and LCL traffic have virtually disappeared from the one-man stations, but station forces have not been adjusted to modern requirements. Petitioner has station agents in South Dakota who work as little as 12 minutes per day and are compensated at a rate as high as \$91 per hour for each hour actually worked."

C&NW, the petition added, "is paying station agents as much as \$5,000 per year for work which if performed in other industry would cost less than \$1,000. There are instances where petitioner has agents on duty for eight hours a day, five days

a week, while trains on the line operate only once a week. No other business would tolerate or could survive under such wasteful operation."

In the final analysis, the carrier declared, "the burden of this wasteful operation, in the form of higher rates or inefficient service, must be borne by the shippers and passengers who still need and use railroad transportation."

Substantial savings could be gained through withdrawal of agents or inauguration of a central station plan, the road said. And, it added, such economies "will provide funds that will help . . . reduce deferred maintenance and maintain, rehabilitate, modernize and mechanize its railroad plant."

South Dakota, the North Western contended, has entered deficit operations for



'Pennreading Railroad' Set Up at Franklin Institute

Cub Scout and Brownie watch James M. Symes, president of the Pennsylvania, and Joseph A. Fisher, president of the Reading, drive a golden spike to mark the formal opening of the "Pennreading Railroad," said to be the largest HO-gauge exhibit in the east. The model railroad, mounted in the railroad room of the

Franklin Institute, Philadelphia, is co-sponsored by the Reading and the PRR. It includes 400 pieces of rolling stock, automatic electronic controls permitting simultaneous operation of 27 trains, and an electronically controlled hump yard. It was built by institute members, who worked on the project over two years.

the road for the past five years—with the 1956 net loss calculated at about \$2,500,000.

"To a substantial degree," the carrier told the commission, "these losses resulted from maintenance of excess facilities and personnel to handle a diminishing freight and passenger traffic . . . To an unusual extent, the station and agency services now provided by petitioner in South Dakota are not patronized or utilized by the public, nor do its agents at individual stations have work to do or business to handle sufficient to occupy more than a small fraction of the time they are on duty."

The North Western said the average time actually worked by agents in South Dakota's one-man stations "constituted only 16% of total hours of duty." At only one station, the carrier said, did an agent work as much as 68% of his duty time; and at another station actual work time went as low as 2% of time on duty. Trans-

lated to revenue figures, C&NW pointed out, for each revenue car handled at one-man stations in 1956, the average wage cost of the agent was \$13, ranging from a low of \$1 to a high of \$128. The average wage per actual hour worked was \$14, ranging from a low of \$3 to a high of \$91.

"The gross revenue at a station does not reflect the need for a particular type of agency service . . . The real test is the extent to which the public utilizes the service and the actual time worked by the agent in order to handle the public's business."

North Western demonstrated that, between 1947 and 1956, the number of station employees at small stations declined only 9% while LCL tonnage fell off 75%, passenger traffic dropped 38% and basic commodity carloads in the state declined 37%.

Under the proposed central agency setup, the carrier indicated, agents would

have work loads per day ranging from 35 minutes to seven hours and 15 minutes. Other features of the area headquarters plan:

- Shippers and receivers of LCL may deliver and pick up at the central stations only; tariff publication will indicate that LCL shipments will be delivered and received at the central station on the basis of the rate applicable to the appropriate station area served by the central agent.

- Central agent will notify consignee at each point the expected arrival time of shipments, and will receive and dispatch orders for empty cars; shipper may communicate with the central agent by telephone at C&NW expense.

- The central agent either will collect freight charges personally or the shipper may mail remittance to him.

- Express and Western Union service will continue to be available at the central station.

In presenting its case, the railroad laid stress on its financial experiences of the past 10 years. Highest rate of return earned 1952-56 was 1.2% in 1952 and 1953; and the petition termed even this small rate of return "overstated to the extent that maintenance of petitioner's rail system was being progressively deferred."

## Watching Washington *with Walter Taft*

- **FAST FREIGHTS FOR MAIL** are still proposed by the Post Office Department as means whereby railroads could retain mail traffic between points where passenger service is being curtailed or abandoned. The department's idea is that some merchandise trains might be speeded up to the point where mail-service requirements would be met; and that new fast mail-LCL trains might be established. The proposal is now being discussed with at least two railroads.

- **TIGHTENED ELKINS-ACT REQUIREMENTS** will be proposed by the ICC in its next annual report to Congress. The commission hopes to plug loopholes opened by court rulings that a substantial carrier concession may involve only one violation, though the carrier is favored with numerous separate shipments after the concession is granted. An example would be sale for a nominal amount of a carrier-owned plot of land valued at \$50,000, with the sale followed by 500 routings of the buyer's traffic. Commission position is that each shipment should be counted as separate offense. Courts have found only one offense—transfer of the plot.

- **ANOTHER NEW LEGISLATIVE RECOMMENDATION** of the commission will be a proposed rewriting of the Interstate Commerce Act's Section 5(10) which permits one motor carrier to buy another without commission clearance, if the parties together own less than 20 vehicles. The commission hopes to put this exemption on a \$250,000-annual-revenue basis, dropping the 20-vehicle basis. The latter has raised questions as to whether the count should exclude vehicles not in service and those used exclusively in intrastate commerce.

- **LOWER FUEL COSTS** accounted for the third-quarter drop in the AAR's index of average spot prices of railway materials and supplies. The October 1 index was 142.9, compared with July's 144. The index for fuel alone was down four points—from 127.5 to 123.5. While indexes for forest products and miscellaneous products were down 1½ points and one point, respectively, the overall index which excludes fuel was nevertheless up slightly—from 154.1 to 154.2. The indexes are based on average of June prices of 1947 and 1948 and July prices of 1949.

## Able to Work? No, Then Yes, P&WV Brakeman Says

Can a brakeman claim injuries sufficient to render him unfit for railroad service, collect substantial damages on the basis of his contention, and then be upheld in his request that he be returned to his former job?

One employee of the Pittsburgh & West Virginia has done just that. The brakeman was injured while in service and subsequently collected \$20,000 in damages awarded him by a jury. During the trial, medical witnesses testified that his neck injury prevented him from further railroad employment. The P&WV's surgeon testified this wasn't so.

A month after receiving the P&WV's check, the brakeman showed up for work. The railroad notified his union, however, that his name was being dropped from the seniority roster because of his contention "that he had suffered injuries which rendered him permanently disabled to perform the duties of a trainman."

In opposing the employee's claim for reinstatement and back pay before the National Railroad Adjustment Board, the P&WV argued that having told the jury that he was unfit for railroad service—and having collected on that basis—the brakeman couldn't later assert his ability to return to service.

The referee's award maintained that "it is apparent that the carrier did not rely upon or accept as a fact the allegations set forth in the pleadings or the testimony of the medical experts on claimant's behalf." The referee sustained the brake-

man's claim for reinstatement, although it found no merit in the claim for pay because there was no evidence that the man was actually physically fit.

"It is settled law (elsewhere than on

the National Railroad Adjustment Board) that two diametrically opposed allegations may not be used in an effort to make the same adversary pay twice for results flowing from the same incident," the carrier

members of the board said in their dissent. "The carrier may have to listen the first time, but under the settled rule, it should not later have to listen to his self-repudiation."

## Archaic Regulation Is RRs' Deadly Foe

IC's Johnston deplores slowness in translating interstate rate increases to intrastate rates; delay and expense incurred, he declares, have 'desperately hurt the railroads.'

Archaic regulation—typified in part by delays in extending interstate increases to intrastate rates—is one of the "deadliest things" railroads have to contend with.

Citing chapter and verse on four specific examples, Illinois Central President Wayne A. Johnston has charged that the "delays and expense" in carrying such cases from state commission to the ICC "desperately hurt the railroads."

By and large, he told a Transportation Association of America institute at Memphis, Tenn., "state commissions in the East and West have been reasonably prompt in approving the general increases. Railroads operating in the South, however, have to wait a longer time before they receive adjusted intrastate rates."

President Johnston's specifics:

- Tennessee—"It took railroads 14 months to get the increase on intrastate rates granted by the ICC on interstate rates under Ex Parte 196. On the interim increases granted by the ICC under the Ex Parte 206 back in February, intrastate approval did not come until October 8. Final 206 increases, which became effective on interstate rates on August 26, have had no intrastate action yet."

- Kentucky—"It took a year to get the Ex Parte 196 increases, and there has been no action on the two increases granted under Ex Parte 206."

- Mississippi—"It took eight months to get the Ex Parte 196 increases, and the 206 interim increases have been denied."

- Louisiana—"The 196 increases came through after eight months, but not without a long list of exceptions on commodities that severely cut our expected gains. On the 206 interim increases, still no action after eight months, and no idea when we can expect action on the final 206 case."

"We railroads recognize the principle of state rights," IC's president said, "and we know it takes time for the commissions to work out their local problems. But we are under pressure from interstate shippers who are at a disadvantage in their efforts to meet the competition of intrastate shippers. But most important to us, railroads are deprived of badly needed income."

"Before I came down to Memphis, I had

a study made of just how hard the IC has been hit by delays in granting intrastate rates and by the refusal of state commissions to grant any increases on certain commodities. We checked the period from March 1956, to the middle of October 1957, a little over 19 months. If we had received the full intrastate increases at the same time as those granted to us interstate in Ex Partes 196 and 206, we would have received approximately \$2,193,000 in additional income. Or, to put it another way, more than one-third of the expected increase in intrastate rates was denied to us. We had to cut our dividend payment for the last quarter of the year because of reduced income. In part, the time-lag loss on intrastate rates contributed to that action."

At present, President Johnston pointed out, "there is no law setting a time limit on the states in granting these increases. Our only recourse is to go to the ICC under Section 13 of the Act." And, al-

though "the commission almost always supports railroads in Section 13 cases," the eventual support does not remove the effects of delay and expense incurred in pressing the cases.

The Interstate Commerce Commission itself came in for high commendation in Mr. Johnston's address. Admitting that "many brickbats have been thrown at the commission in recent years. . . and I may have thrown a few myself," he said, "I think it is important to note the splendid new spirit of understanding on the part of the commission. Veteran rail officers say never before has the commission acted with as much vigor in considering the problems of privately owned transportation agencies."

In the past, he said, the ICC's report to Congress contained legislative recommendations, "but left the action up to others. For the first time, in its report of November last year, the Commission pushed its recommendations by submitting 26 separate bills directly to Congress. This change from 'let George do it' to 'I'll do it' had a wonderful effect in the first session of the 85th Congress, when 22 of the 26 bills were considered. Some have already passed, and we have hopes for passage of others during the second session."



### Soo Converts Automobiles for Use on Rails

Six of these combination rail-highway station wagons have been turned out by Soo Line shops in Minneapolis, Minn., for use by railroad officers. The cars are standard

station wagons equipped with rubber-tread flanged guide wheels, can be set up for road or rail use in less than one minute. Top speed on track is 60 mph.



# NYC Would Drop Commuter Service

New York Central President Alfred E. Perlman had few kind words for the railroad passenger business, during a brief appearance last week in Pittsburgh.

Central, he said, would show a net of \$80 million more if all passenger service were eliminated; would like to get out of the commuter business and would be willing to sell or lease facilities to transit authorities for rapid transit operations (such an arrangement, he added, is now under way in the Boston area).

Mr. Perlman had little to say about the NYC-Pennsylvania merger study announced November 1. He indicated, however, that the officers involved are harboring few illusions about the speed with which any merger might be consummated. The Hill roads, he pointed out, "started talking merger about 1900. . . and they're not merged yet."

The PRR-NYC study, he said, will involve a broad economic research program—market research, technical research—and "how can there be opposition to a study?"

Asked if he would discuss the merger study in an address he was scheduled to make later in the day, Mr. Perlman replied in the negative, cited his topic "Present Day Technology on the Railroads," then added "To me that's more interesting than merger."

His address, made before a luncheon celebrating the third anniversary of the Pittsburgh Railroads' Community Relations Committee, largely dealt with such items as CTC, improvements in the diesel locomotive, electronic classification yards, progress in development of containers and Central's new research laboratory at Cleveland.

"It's an amazing story, what's going on in the railroad world," he concluded. "The trouble with railroads is that they haven't told their story. . . they're too diffident."

Morton S. Smith, president of the Chamber of Commerce of Pittsburgh and vice-president and regional manager of the PRR, presided at the luncheon; David I. Mackie, chairman of the Eastern Railroad Presidents' Conference, acted as toastmaster.

# SP Zone Fare Proposal Approved

Southern Pacific's zone-fare proposal for San Francisco Peninsula commuter service has been approved, with slight modifications, by the California Public Utilities Commission.

A major feature of the SP's proposal was the savings to be gained by inaugurating the zone plan and thereby cutting the number of fares under existing tariffs from 1,600 to about 164. Savings, the carrier estimated, would amount to about \$200,000 a year. The road also presented an alternate plan for uniform increases in station-to-station fares, but noted that all proposed commuter fares under the zone plan would be lower than under the alternate proposal, since the alternate increases would have to cover the \$200,000 which the zone setup would save.

Commuter reaction to Southern Pacific's proposal, the commission found, resulted in no formal opposition to an increase in fares, although some witnesses objected to the planned method of distributing the increases among the various commuter zones.

SP indicated in its original presentation that the proposed zone system and increased fares (about 8% per year) would produce additional revenue of \$310,000 and, coupled with estimated savings of \$200,000 under the zone plan, enable the road to cut its out-of-pocket losses from \$800,000 to \$290,000.

During the hearings, the commission's staff submitted a 10-zone fare plan and later moved for dismissal of the SP application on ground that SP had made no separation of its California intrastate investment, revenues and expenses and

therefore the commission did not have sufficient evidence to determine whether present rates were reasonable or confiscatory. The commission noted, however,



## 'Slumbercoach' Has a Birthday

J. J. Alms, Burlington's general passenger traffic manager, cut the cake as the road celebrated the first anniversary of "Slumbercoach" operations on the "Denver Zephyr." In its first year, Slumbercoach carried 34,710 passengers on the Chicago-to-Denver and Colorado Springs run. More than 98% of passengers answering questionnaires said they liked "Slumbercoach" travel, Mr. Alms reported. And 20% indicated "Slumbercoach" was the reason they took the train in preference to some other mode of travel. The "record of the new Vista-Dome Denver Zephyrs and the Slumbercoach cars," Mr. Alms said, "reaffirms our belief in the future of the railroad passenger business."

that "in our consideration of operating results . . . we have found that the proposed fares will not produce sufficient revenue to meet out-of-pocket expenses and to provide for reasonable interest expense on applicant's new investment in gallery cars and diesel locomotives assigned to the Peninsula commuter service. Under the special circumstances of this proceeding a separation of California intrastate investment and operating results is necessary."

Southern Pacific filed application to institute the zone-fare plan last March 29; hearings were held in July and August and the matter was taken under submission August 23. The resulting commission order was effective November 11 (Railway Age, July 22, p. 16).

## Mexico's Railway Progress Shown to Magazine Editors

Visible proof that Mexico's railroads are on the march toward provision of better transportation for their country was dramatically shown to the American Railway Magazine Editors Association during its 38th annual convention.

Beginning with departure of the main convention party from St. Louis via the Missouri Pacific on November 2, sessions were continued, bi-lingually, on a special National of Mexico train out of Nuevo Laredo the following day and in Mexico City November 5-7. Sandwiched in between the business meetings were group visits to the NdeM's new automatic Valley of Mexico hump retarder yard just north of Mexico City; and to the equally new freight car construction shop operated by Constructora Nacional de Carros de Ferrocarril at Ciudad Sahagun.

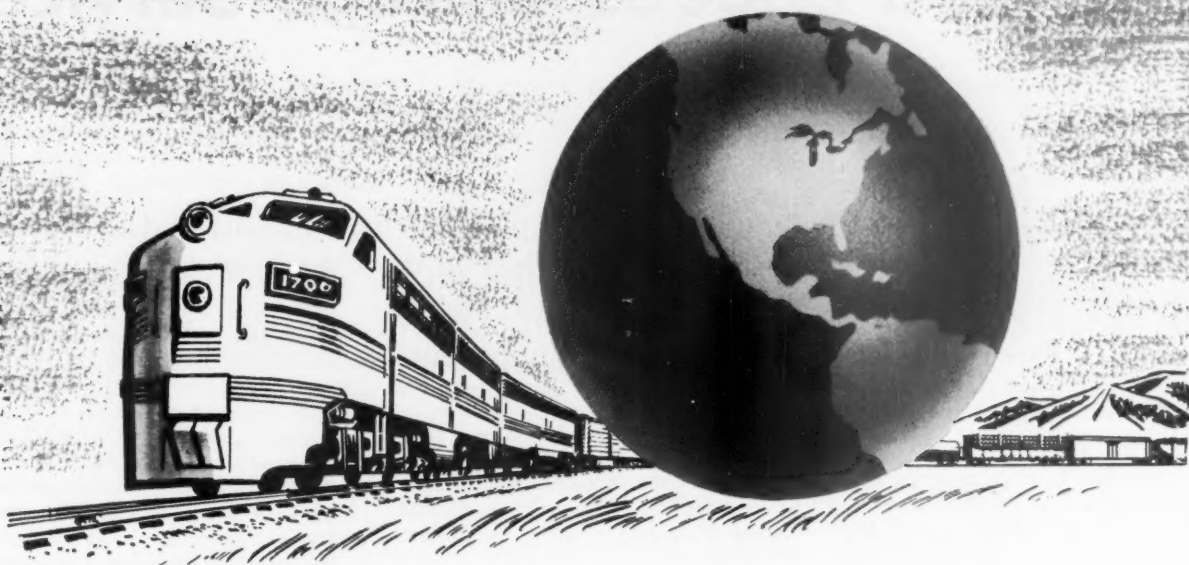
Business and dinner sessions, in addition to panel discussions of various editorial problems, included addresses by Senator Roberto Amoros, general manager of the NdeM; by Victor Manuel Villaseñor, director general of the CNCF plant, which is producing Mexico's first home-built freight cars at a rate of 6.2 per day; by Paul V. Murray, president of Mexico City College; and by Ted J. Zirbes, Jr., president of ARMEA.

Marshall W. Hamil, of the Cotton Belt, was elected to succeed Mr. Zirbes (CRI&P) as ARMEA president.

A special plaque was presented to Carlton J. Corliss, of the Association of American Railroads' Public Relations department in recognition of his long interest in ARMEA. The first honorary directorships in the association's history were awarded to six NdeM officers who played outstanding parts in arranging the tri-national convention. This group included Sen. Amoros; Lic. Luis Madrazo B., assistant general manager, administration; Jose Luis Martinez, assistant general manager, public relations; and Manuel Angel Bayardi, Alfredo Valdes and Francisco L. Procel, all of the editorial staff of the NdeM's monthly magazine, "Ferronales."



# MILE AFTER MILE OF SAFE SHIPPING...



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SETS THE STANDARD BY WHICH ALL OTHER REFRIGERATOR CAR INSULATIONS ARE JUDGED

## THE WABASH CENTRALIZES

# New Yard Speeds Chicago Service

**Project:** Major operations of the Wabash at Chicago—freight car classification, LCL handling, piggyback—were formerly carried on at widely scattered locations.

A recently completed improvement program has concentrated all these operations at a single location—Landers yard—where new, larger and modern facilities were built to handle them.

**Result:** Better service for shippers; important economies for the railroad.

Superintendent R. J. Cripe of the Chicago Terminal division of the Wabash was looking out of the window of his new office at the road's Landers yard in Chicago.

Within his view were centered practically all the major operations involved in handling the road's freight business in Chicago. In the immediate foreground and stretching into the distance were the tracks of the newly modernized and enlarged Landers yard. Beyond the yard, off to the left, he could see the long, low shape of a new LCL freighthouse and he could visualize the platform trucks being towed around their circuit by the under-floor drag chain.

On the other side of the freighthouse he could picture the new piggyback facilities, and in the same general area he could see portions of the engine servicing layout and of a new car repair facility.

By turning to his right to look out another window, Mr. Cripe could see a cut of cars on its way to the Belt Railway's Clearing yard over a new and shorter connection. He could picture on the floor below the workings of a new IBM transceiver, printer, sorter and key punch in providing up-to-the-minute car record data.

Overhead in a glass-walled tower, at the fifth-floor level, he knew that the trick yardmaster had even a better view and, furthermore, was in touch with every facet of the yard operation by a modern communications network.

Superintendent Cripe was thinking of all these things and was pleased. Within the past 24 hours he had supervised the final steps involved in concentrating the road's Chicago operations, heretofore scattered widely over the city's south side, at Landers yard. He had been discussing the many benefits of the new arrangement

to both the railroad and shippers, and it was evident he was happy to see the old scheme of things pass out of the picture.

### Operations Were Scattered

Major switching and classification operations had been divided between two yards. Manifest freights were handled at the road's 47th Street yard. Here these trains were broken up or made up, with transfer runs being made to or from freighthouses, industries, other roads and the Chicago Produce Terminal. Trains other than manifest freights arrived or departed from Landers yard, somewhat to the south between 75th and 79th street, where cars were received from or delivered to industries and the Belt's Clearing yard. And two or three times a day there was a movement of cars between Landers and 47th Street.

To complicate matters further, LCL operations were carried on at an old freight house at 14th Street, and piggyback traffic was handled at the Canal Street team tracks (25th Street) which are also used by four or five other roads. The use of only one or two tracks for handling its growing piggyback traffic, now amounting to about 1,000 outbound trailers a month, did not permit the highest degree of efficiency in this operation.

### Benefits of Consolidation

Overall supervision of these sprawling facilities was centered in Dearborn Station at Polk Street, where the superintendent's office was located until it was moved into the new office building at Landers yard.

Both the Wabash and its customers will realize important benefits because of the concentration of operations at Landers

yard and the new or enlarged and modernized facilities provided to handle them.

Better service for shippers was the first consideration. With the LCL freighthouse and piggyback facilities so close to the train yard, the Wabash can accept shipments much later than before. Furthermore, since Landers is closer than 47th street to most of the large industrial shippers better service can now be offered. While 47th is closer to the downtown freighthouses, the availability of pick-up and delivery service makes the location of the new freighthouse immaterial to LCL shippers and consignees. New connections provided at Landers with the tracks leading to Clearing yard and to the Chicago Produce Terminal make it possible to move cars faster to and from those points.

Advantages for the railroad are in the form of savings in engine time and car time and the more efficient use of engine crews. More effective supervision is a factor in getting the better overall results. With all the facilities concentrated in a single area, the superintendent, trainmaster and general yardmaster, all headquartered in the new office building, can function more effectively than when the operations were so widely scattered.

Centralization of the facilities isn't the only factor in promoting efficiency and speeding service. The new facilities themselves—the enlarged and modernized yard, the new freighthouse, and the piggyback facilities—have all been designed with an eye to efficient operation with maximum economy.

The tracks in the old Landers yard were curved at both ends so the yard was roughly in the form of a shallow "S". The new train yard, of the flat-switching type, is floodlighted and has 39 tracks,

all on tangent alignment, ranging in length up to 6,670 ft. It has a capacity of about 2,300 cars, compared to 1,530 cars in the old yard. The six longest tracks in the center of the yard, with capacities of 85 to 92 cars, are used for receiving and departure purposes.

Outbound cars are classified on the 16 northerly tracks, and inbound traffic on the 17 southerly tracks. Movement of trains entering the yard from the east end are controlled by the Forest Hill interlocking, and those from the west are routed into the yard leads over power switches controlled from Ashburn tower which governs an interlocking with the Grand Trunk Western.

### **Who's in New Office Building**

The new general yard office building overlooks the yard from a position along-side the leads at the east end. In addition to Superintendent Cripe and his office staff it houses the trainmaster, the assistant trainmaster, and the general yardmaster, whose offices are all on the second floor. The clerical forces are on the first floor, along with locker and shower facilities for carmen and switchmen.

The office of the trick yardmaster at the fifth-floor level is in a tower section which contains, on the third floor, record-storage space and a small office for the track supervisor, and, on the fourth floor, a toilet and communications equipment. The office building is a modern brick and concrete structure. Space occupied by office personnel has asphalt-tile floors, acoustical tile ceilings, painted cement block walls and fluorescent lighting.

For communication between the trick yardmaster and train crews, there is a paging and talkback system covering the entire yard and extending to the rip track, engine terminal and new freighthouse.

### **Freighthouse Is Big, Efficient**

Every available device or appurtenance for speeding the handling of LCL is incorporated in the new freighthouse which, in addition, is an imposing structure from an engineering viewpoint. Overall it is 993 ft long by 158 ft at its widest point. This entire area is roofed over by a structure consisting of three longitudinal bays. The south bay covers the inbound and outbound platforms, the center bay spans three house tracks and the north bay covers an island platform which is flanked by two additional tracks.

The roof-supporting structure is of steel involving rigid-frame design over the outbound and inbound platforms and the house tracks. The roof is covered with galvanized metal except for panels of

(Continued on page 18)



### **Centralized Switching . . .**

FREIGHT CLASSIFICATION operations at Chicago are now centered at the enlarged and modernized Landers yard. New LCL freighthouse is in center background. Excavation is for foundation of floodlight tower.



### **New Terminal Office Building . . .**

OFFICES of the superintendent, trainmaster, assistant trainmaster, and general yardmaster are housed in this new building at the east end of Landers yard. Trick yardmaster supervises operations from the tower office.



### **New LCL Freighthouse . . .**

MERCHANDISE freight is now handled in this new building which has an overall length of 993 ft. Features include under-floor towing chain, centralized checking, and paging system.





## **TEAMWORK**

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The railway suppliers listed on the opposite page are now cooperating in a dynamic program dedicated

to the progress and prosperity of the railroad industry.

By their activity in the Railway Progress Institute, they are tangibly demonstrating their desire to do something extra for the railroads.

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**OUTBOUND** section of the freight house. Note rigid-frame construction and use of translucent plastic panels in roof.



**INBOUND** portion of freight house has overhead wood doors on sides and steel rolling doors at openings for drag chain.

(Continued from page 15)

translucent plastic installed at frequent intervals for daylight illumination over the platform areas.

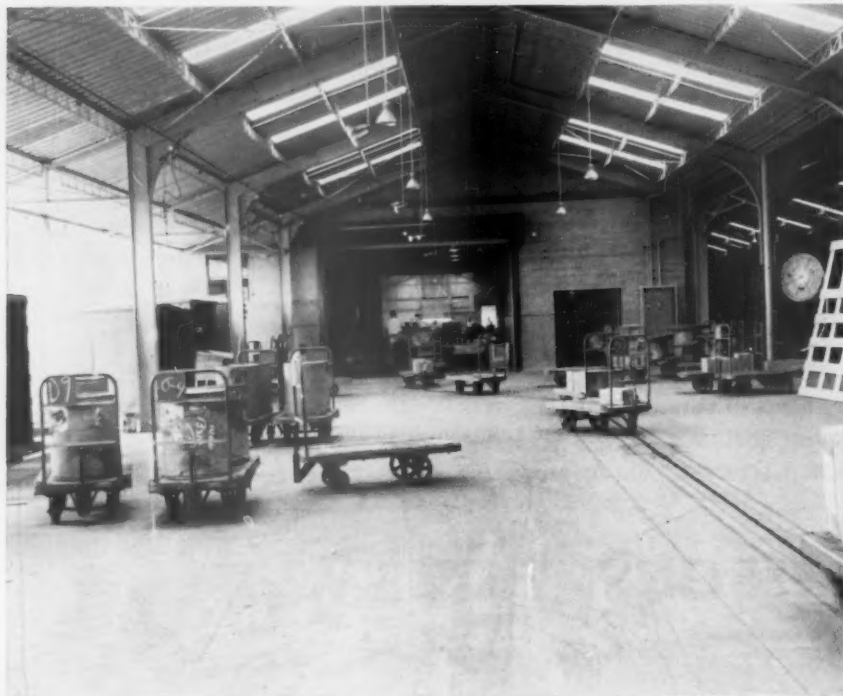
### Two-Story Office Building

At the east end of the house a portion of the structure more than 300 ft long is being used as an auto parts handling dock by the Ford Motor Company. This part of the structure is fenced and partitioned off from the remainder.

At an intermediate point in the freight-

house a two-story office building separates the inbound house on the west from the outbound section on the east. The towing chain extends through the office building in an arcade fitted with steel rolling doors at the ends. Of steel, concrete and concrete blocks, the office building incorporates offices and other facilities for all freight house personnel and in addition contains, along the arcade at the platform level, a cooperage shop, a room for bonded freight, a maintenance shop and a shop for making repairs to platform trucks.

**DRAG CHAIN** runs through arcade in office building which separates inbound and outbound warehouses.



The inbound house is fitted on both the tailboard and track sides with overhead wood doors, and the opening at the west end for the conveyor is equipped with a rolling steel door. This section may be completely enclosed. All other platform areas are open on both sides.

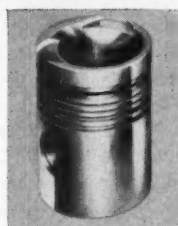
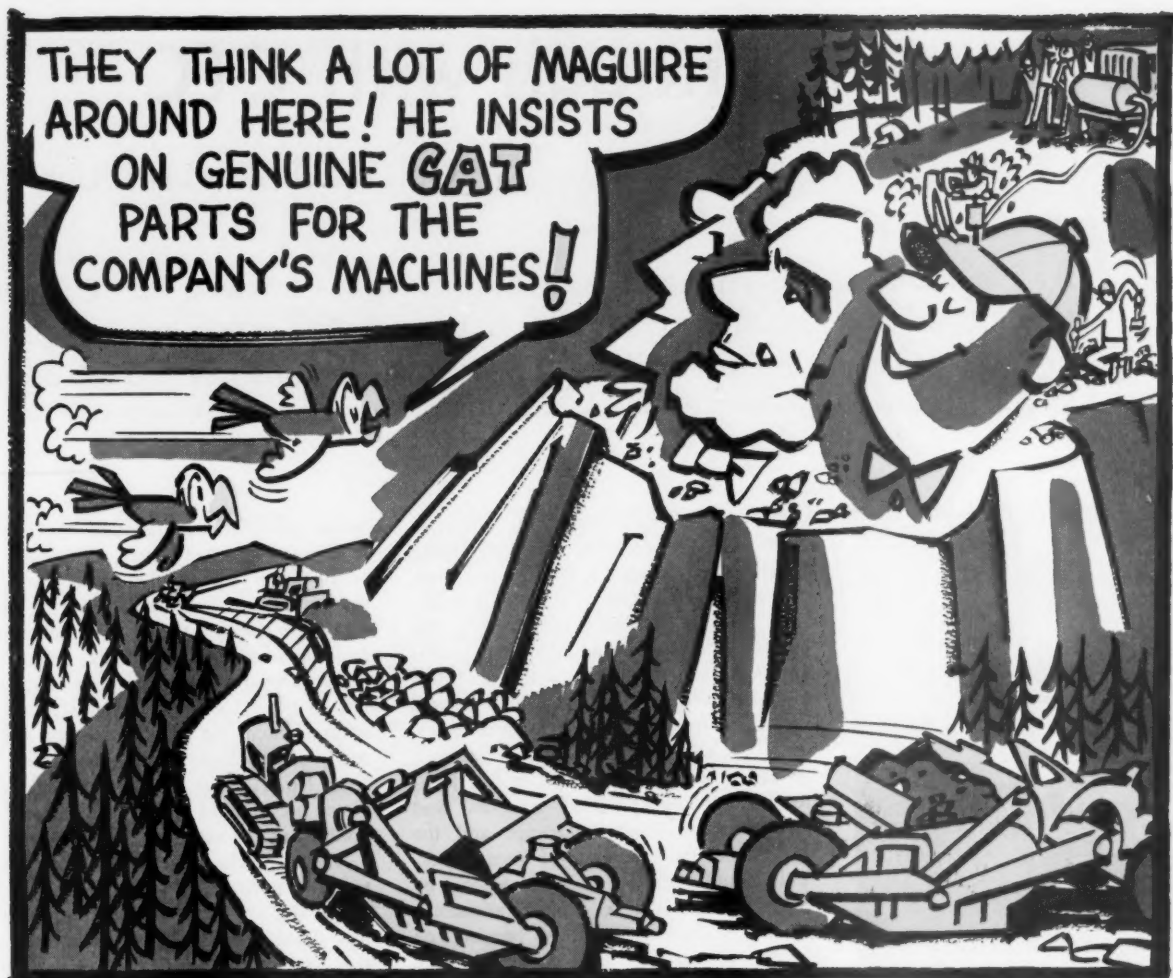
Communications in the freight house include a paging and talkback network and a centralized checking system embodying four checking stations in the office, with space for two more. Each checking station can handle five teams of callers and pickers.

The switchboard set-up for the checking system has 76 working lines with provisions for a total of 126. On the platforms there are a total of 76 plug-in locations for portable, reel-type two-way speakers for the use of the callers. Each reel has 60 ft of cable.

### Room for Piggyback Expansion

The piggyback facilities were the last major feature to be completed. Located adjacent to the freight house on the side opposite the yard, these facilities are in the form of two opposing groups of three stub-end tracks. The arrangement provides for the end-loading of trailers by means of a continuous concrete ramp across the ends of the tracks in each group. Hinged dock boards are used. Concrete-paved driveways provide access to the ramps from a common cross driveway that connects with 79th street and the freight house driveway.

The piggyback tracks will accommodate either seven or eight 70-ft cars (nine or ten 54-ft cars). Frequent light standards between the tracks provide plenty of illumination for night work. Being hopeful that its piggyback traffic will continue to grow, the Wabash has provided space for three additional tracks in each group if the need should arise.



Take a piston. Its place of business in a CAT® Diesel Engine is in the "heat zone"—up to 3600° F. Here's where some substitute pistons soften, crack and burn through. But not a genuine Caterpillar piston. Copper, nickel and magnesium are alloyed with aluminum to maintain hardness and strength under these high temperatures. Yet, the special aluminum alloy retains the high weight-to-strength ratio and heat conductivity of aluminum. With a substitute, can you be sure? Your Caterpillar Dealer will carry your parts inventory!

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# CATERPILLAR\*

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# One Track Is Enough with CTC

ON THE BAR MAIN LINE . . .

By installing a modern signal system, including centralized traffic control, on 15.5 miles of single track, the Bangor & Aroostook has been able to remove second main track in this territory. Savings of \$36,000 annually are the result.



**SIGNAL 10** indicates stop and enter siding—Roadbed of the track removed is used by maintenance trucks.

For many years, the 24.6 miles of BAR main line between Northern Maine Junction and South La Grange has been double track. Because of changes in traffic and the use of diesel locomotives, the number of trains operated daily has gradually been reduced to four passenger trains and about eleven freights. A study showed that these trains could be operated efficiently on one main track, if centralized traffic control were installed in this territory, including junction switches and crossovers at South LaGrange and the switches at the new ends of single track. This would authorize train movements by signal indication. A further advantage would be increased safety because no automatic signaling had been in service on the double track.

The new south end of double track is 7 miles north of Northern Maine Junction, at switch No. 5. Here a spring switch is normally lined so that southbound trains on the single track are routed to track No. 1. No. 2 track from Northern Maine Junction to switch No. 5 can be used to hold a train for a meet with a southbound train. If no meet is to be made, a northbound train on track No. 2 can be di-

rected to trail out through the spring switch and proceed north.

At South La Grange, a power-operated crossover was installed at the junction there between the line through Derby and the line through Adams. From this power crossover, second main track was left in place for 2 miles south to a new spring switch, No. 6. This switch is normally set to route northbound trains on track No. 1. Thus this 2 miles of the previous northbound main can be used to hold trains for meets.

The dispatcher can send out a control to cause northbound signal No. 10 at the switch No. 6 to display the aspect red-over-flashing red. This aspect indicates that an approaching northbound train is to stop short of this signal, and that the head brakeman is to throw the hand-operated switch stand. The signal aspect then changes to red-over-yellow, to direct the train to pull in on Track No. 2.

## Roadway for Trucks

As soon as the CTC system was in operation, track forces stripped the rail and fastenings and picked them up. This



**SPRING SWITCH** includes oil buffer and automatic facing-point lock with hand-throw mechanism.

## Spending to Save—Annual Return 36%

The CTC installation has allowed removal of second track on 15.5 miles of line. The 100-lb rail had been in service since 1930. Estimated value of rail, joint bars, plates, spikes, and ties recovered is approximately \$10,900 per mile totaling \$168,950. Cost of recovering this material is approximately \$21,900, leaving a net \$147,050.

Reduced cost of maintaining the single track, compared with the two previous main tracks, is estimated at \$2,320 per mile annually, totaling \$36,000 each year.

The track changes, including a new crossover and two turnouts at spring switches, cost \$39,600. The centralized traffic control system cost about \$168,900 for materials and \$22,100 for construction. Annual saving is equivalent to approximately 36 per cent on net investment.





**SECOND TRACK WAS REMOVED** between No. 5 switch and No. 6 switch. Northern Maine Junction is 5.7 miles from Bangor. South La Grange, 24.6 miles north of Northern Maine Junction, is a junction of two lines. One runs via Derby to Packard, 32 miles, and on north; and the second line runs from South La Grange straight north 28 miles through Adams to

Packard, where it connects with other line. The line via Adams is at low grade and is, therefore, used by through freights. The switches and crossovers at South La Grange, in the junction of these two lines with the double track from there south, were previously included in a mechanical interlocking with a leverman on duty round the clock.

rail is now being relaid on lesser used lines.

The old ties were removed, and the roadway was graded smooth, suitable for trucks and other highway vehicles. Each track crew was provided with a long-body 1-ton pickup truck.

Formerly there were three track maintenance sections. The middle section was split in half, giving the south half to the south crew, and the north half to the north crew. The personnel of the two

crews was increased slightly. The signal maintainer has an open-body ½-ton truck with canopy cover.

Three steel bridges were removed with the discontinued track. To permit track maintenance trucks to cross the openings, planking is laid on the ties on the remaining track. In using such planking, no greater hazard is involved than using any highway-railroad grade crossing of equal length. The track is tangent both ways for more than ½ mile, thus giving an

unobstructed view of approaching trains.

This project was planned and constructed by Bangor & Aroostook forces under the jurisdiction of Robley H. Morris, chief engineer, and under the direction of T. W. Cudhea, superintendent signals and communications. The signal equipment was furnished by the General Railway Signal Company, batteries by the Electric Storage Battery Company; and insulated wire by the Simplex Wire & Cable Co.

## Railroading



## After Hours with

*Jim Lyne*

**NEEDLING THE LEADERS**—I mentioned here recently the book "Atlas Shrugged" by Ayn Rand—a fanciful story about what happens to the country when all people of outstanding ability in industry leadership go on strike. I don't read much fiction, but this book is more than fiction: It is an undisguised call to competent business leaders and technologists to walk out against the predatory politicians and other parasites who are robbing them and the country of too big a share of the fruits of the labor of technological and managerial genius.

The story has a railroad background—and there is the customary spicing of violence and sexual by-play, as seems to be required by the rules of fiction writing. But the author is not merely telling a story—she is trying to inject more backbone and pride of achievement into business leadership.

The book is far too long, and probably overdoes its praise of the effective industrialist—as if all his good qualities were self-generated, instead of largely the bounty of Providence. All the same, a book like this is needed. The nation's biggest names today are, too often, nonentities if not active parasites; and the real producers are getting a shoving around. And this is bad for everybody, even for the parasites.

**ADVERTISING FARES**—I saw a Burlington ad recently, showing a round-trip coach fare from New York to the Pacific Coast of (as I recall) \$157. If this had been an airline ad, the amount shown would have been \$78.50. The disclosure that it was half of the round-trip fare would have appeared in fine print.

Anyhow, railroad coach fares are usually less than airline

"coach" rates—and why railroads don't advertise them more, I can't figure out. Airlines do a lot of advertising—so it must be producing results for them. And fares are the principal attraction they advertise.

**ON BEING HARD-BOILED**—I was talking to a highly successful operating officer the other day, who has the reputation of being a rugged task-master. In ordinary discourse, he is as friendly a fellow as you'll find anywhere. He explained to me that it's his duty to be inflexibly exacting, when it comes to producing good service and keeping costs down.

I think he is right. A doctor who tries to be a good fellow—and lets his patients do things that delay their recovery—isn't a good doctor. The teacher who permits his students to be lazy isn't a good teacher. The military leader who is a lax disciplinarian invites defeat. The operating officer who is as tough as necessary to produce fast, safe, and dependable service—at low cost—is the best friend his subordinates could have.

**AA ON THE RAILROADS**—A couple of years ago a railroad executive said to me that he could tell me some interesting victories won by the group known as "Alcoholics Anonymous" among railroad people. But he wouldn't do it because he feared the publicity would be harmful to the railroads.

I suspect he is right. But I have heard elsewhere of some pretty notable accomplishments of this group. I doubt that there's anything unique about railroad alcoholics. Methods that work with others should work with them.

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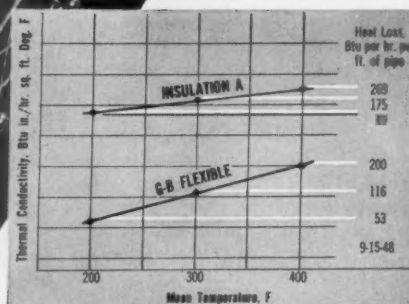
The new jacket is heavier — and it's coated with an improved moisture repellent. Hooks are stronger. The weathertight seal has been made double-dependable.

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All these changes add up to a stronger, more durable — and reusable — product that is virtually immune to abrasion, weather, and the rock-'n-roll ravages of railroad service. The very next

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President Roddewig sets . . .

## A New Pace for the AWR

The Association of Western Railways is stepping into a new role. That became clear when Clair M. Roddewig, its new president, outlined his plans and views recently in Chicago.

Though basically unchanged in framework and function, the 43-road AWR—which sometimes is mistaken in the public's mind for a branch of the AAR despite a long history of its own—will give more help to member roads, to put their best foot forward. It will demonstrate, through increased and broadened public relations activity, that western railroads are successful business enterprises, good investments, and efficient and valuable transportation agencies.

These, at least, are the declared goals of its new president—goals which he understands to be those of western railroad chief executives.

Fifty-four-year-old Mr. Roddewig came to the AWR from the presidency of the Chicago & Eastern Illinois in September. He succeeded Daniel P. Loomis, who became president of the AAR. At the time, there was considerable speculation that a change in tactics for the western association was in the wind. For one thing, the title of the AWR chief was changed to president from chairman—a title held over, in some respects, from the days when the AWR was a labor committee for western roads.

Further, the labor negotiations which were Mr. Loomis' principal task as chairman of both the AWR and the western lines' joint negotiating committee were made the responsibility of Theodore Short, former chief personnel officer of the Missouri Pacific. And the choice of Mr. Roddewig was considered by some observers a move to build an association which could better help demonstrate that western railroads, by and large, aren't in the fix that public opinion would seem to place them in.

### Ahead: a Positive Approach

The AWR apparently is shifting from a service organization to a position more nearly approaching industry leadership. For instance, Mr. Roddewig doesn't hesitate to talk of "directing executive consideration" toward placing a more positive emphasis on problems the western roads have.



CLAIR M. RODDEWIG, new president of the AWR, checks in to take a train for a legislative meeting in his territory.

Those problems, in his view, break down roughly into four categories: (1) a general gloom about the future of the railroad business which is largely unjustified, especially insofar as western roads are concerned; (2) railroads' difficulty in getting a "fair shake" from regulators; (3) labor contracts cast in a mold of past operating conditions and stifling in their inflexibility;

and (4) pessimistic statements about the future of the industry by railroad men themselves.

The gloom which he sees pervading the industry—and public thinking—comes from many sources, Mr. Roddewig feels, not the least of which is the industry's own attitude. The tightening money market is a factor, as is the decline in stock prices which has brought some railroad shares down 50% or more in six months. And the generally slower pace of business itself, he thinks, is bound to reflect on railroad planning.

"But I think this gloom is due in part to the railroad industry itself," he said. "I think we in the industry have felt we've had to adopt 'poor-mouth' tactics to get the ICC and state commissions to listen to us. Gloom of this sort is a cumulative thing—it's given us a persecution complex. Many of our public utterances have indicated this.

"I doubt that it's necessary to adopt the 'poor mouth' approach. The public utilities, another regulated industry, certainly don't. You can't kid the commissions—indeed, no business soul is bared to public inspection more than the railroads!"

And the current financial results of western roads, to Mr. Roddewig, surely don't warrant all the alarm. In a period when industry generally is slowing down, the earnings of AWR member lines have held up pretty well, on the average, he thinks. "Earnings of western lines are down only 4% in the first eight months of



1957. Why run for the bushes on a showing like that?"

On dividends, Mr. Roddewig said: "The railroads paid dividends in 1955 and '56 which reached an all-time high. In '55 they paid out \$447 million and in '56 they paid \$445 million. Even back in the 1926-30 period, which everybody considers so high, dividends averaged just \$445 million a year."

On fixed charges: "Each succeeding year the deductions from net railway operating income have been reduced—and they'll continue to come down."

On why railroad business should be falling off: "Rail earnings must follow the economy of the country. I think the future outlook for the railroads is as good as the outlook for the rest of the industry. The railroads are a long way from getting the short end of the stick."

On railroad management: "Management today is more alert to the need to earn money, to the need to 'roll with the punches,' and to the necessity of better relationships with the stockholders. I think the railroads on that basis can go a long way."

### **Still a Rocky Road**

This does not mean to Mr. Roddewig that the railroads are free of regulatory difficulties, nor that remedial efforts can be slackened. He reviewed the grounds on which the railroad industry is seeking, in Congress, the states and the ICC, greater freedom to decide for itself the best managerial policies on rates and service. The AWR's public relations effort in the past has been devoted largely to these fields, plus helping to make railroad men and the public aware of the advantages enjoyed by railroads' competitors.

"We'll continue to point out these competitive disadvantages. But I hope we'll not spend all our energy and use all our ammunition on that part of the picture. We'll want to use part of it on what we ourselves can do about our problems."

The basic laws of economics may do more to right competitive wrongs in the transportation field than anything else, Mr. Roddewig declared. Economically, railroads have a proper and vital job to do, and "these inequities may take care of themselves. You can't suspend the basic laws of economics too long."

Nor can the railroads go on much longer under antiquated labor agreements, he believes. "Between 1882 and 1907, the railroads as an industry were organized by the unions—the first major industry to which that happened. Contracts were based on operating conditions of those days, and because of tremendous technological changes since then, they're largely outmoded today."

*"Between 1882 and 1907, the railroads as an industry were organized by the unions—the first major industry to which that happened. Contracts were based on operating conditions of those days, and because of tremendous technological changes since then, they're largely outmoded today."*

"Both the railroads and labor haven't done as good a job as perhaps they could to update their contracts and adapt them to changing conditions. Our shippers, investors, and the public in general are apprehensive as to where we stand with labor—and that's not a good thing."

Recent expressions of some railroad executives—he didn't mention names or geography—which have indicated the feeling that railroads must "get a piece of government subsidy" came in for stern criticism from Mr. Roddewig.

"Nothing could create more doubt in the minds of investors—on whom we must rely for capital—than to have executives say that the railroads are finished unless they get a subsidy."

What is the alternative? "We must attack our problems with the belief that we ourselves can take the initiative and solve them."

And that would seem to sum up what the AWR's future posture will be, barring the yet unapparent application of the familiar rulebook phrase, "unless otherwise provided." What Mr. Roddewig calls a more candid approach, both to public authorities and customers, on the basis of true economics, public service and fairness, is in his mind. His comment on its possibilities. "Let's see where we get."

### **Machinery Exists Now**

The machinery to accomplish Mr. Roddewig's goals already exists, though in certain areas—principally public relations—he implies that expansion is in prospect. The Association of Western Railways, plus its large family of allied associations, committees and bureaus, is an organization of considerable size and scope.

The western lines' stake in the total railroad picture was outlined by Mr. Roddewig in this way: Of the 116 Class I roads, 43 are members of the AWR (making it the largest regional association). Of the industry's total revenue last year \$10.5 billion, AWR member roads accounted for some \$4.4 billion.

Including such allied groups as the Western Weighing and Inspection Bureau and the western lines' tariff-publishing group—which Mr. Roddewig invariably does in speaking of the AWR—the western associations employ 2,140 persons. Expenditures in the past fiscal year were well over \$16 million.

The AWR itself presently is the combination of two major western associations which operated independently until 1948. One, from which its title was inherited, was actually the western lines' regional labor committee. The other was the Western Association of Railway Executives—the chief executives' committee—for which Samuel O. Dunn, editor emeritus of *Railway Age*, first directed a public relations program.

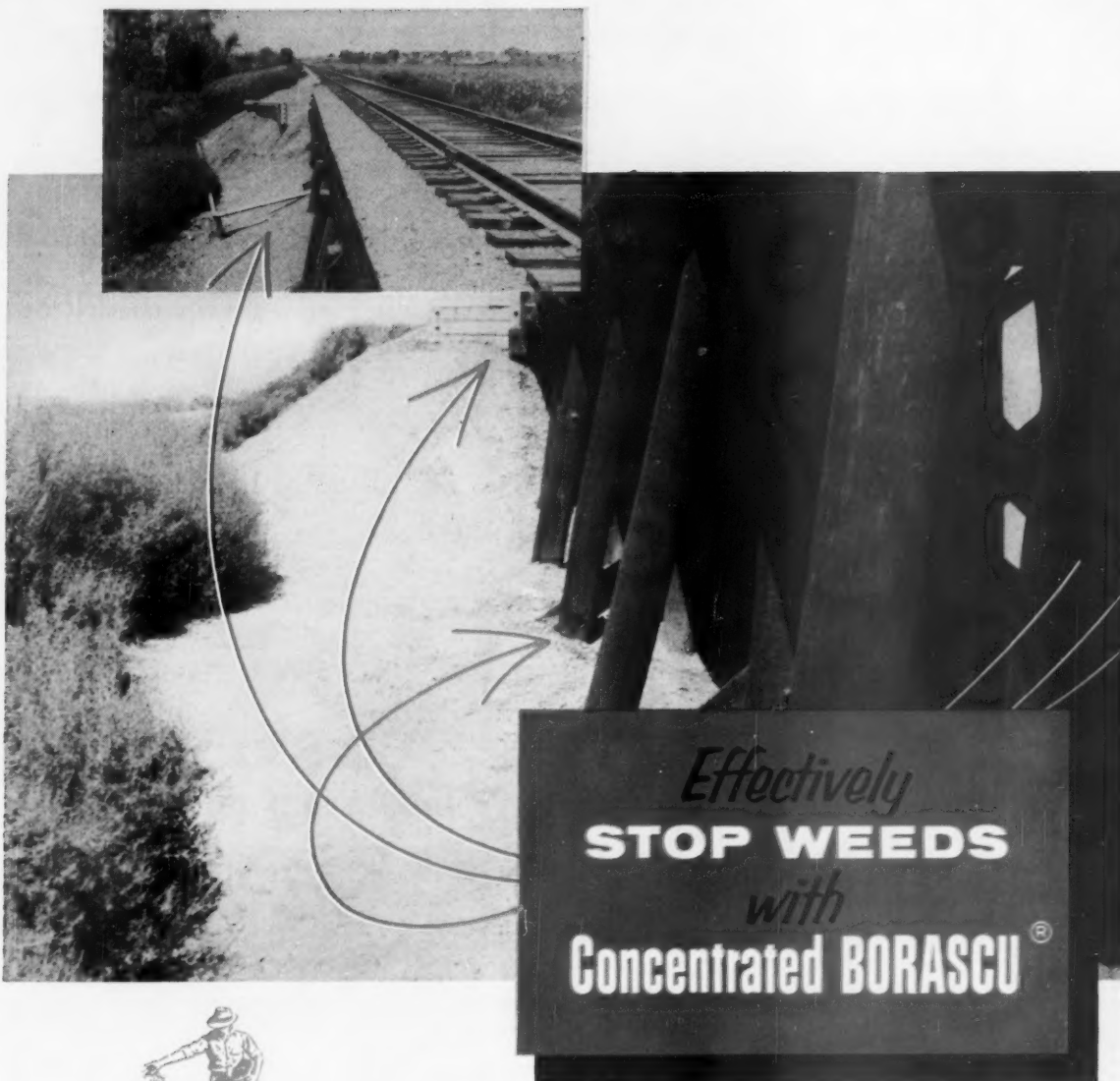
Today, the AWR has a law department under the direction of General Counsel Joseph H. Hays and a public relations staff directed by Harold M. Sims. Its general manager, James F. Blair, oversees the "housekeeping," purchasing and payroll chores for many related groups as well as for the AWR itself. Raymond F. Welsh, executive secretary, acts as chairman of several committees including some which serve all railroads—eastern, southeastern and western—operating into Chicago. Not directly associated with the AWR except for "housekeeping" purposes are the western labor negotiating committee and the various western traffic and rate organizations.

Mr. Roddewig stressed his feeling that some of the more obscure functions of the western group could well deserve the spotlight of publicity, since they are becoming more important. As an example, he mentioned that the specialists who compile and publish passenger and freight tariffs are being called upon more and more by western roads which find themselves unable to hire competent young men for their own staffs.

### **Two Jobs Now for AWR**

It's a safe assumption that new AWR programs will not materially replace its old ones. A good number of western roads feel that the AWR is the practical medium for carrying both to railroad men themselves and to the public generally the competitive and regulatory messages—though that task sometimes is complicated by less than full agreement among western lines as to what the message should be.

Mr. Roddewig admits awareness of these complications. In a way, they are partly the cause for what he sees as the railroad industry's biggest problem: its public relations. His approach to the problem, squarely and positively, will be something to watch.



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## REVENUES AND EXPENSES OF RAILWAYS

(Dollar figures are stated in thousands; i.e., with last three digits omitted)

MONTH OF SEPTEMBER AND NINE MONTHS OF CALENDAR YEAR 1957

Average mileage during period	Name of Road	Operating Revenues			Deprec.			Maint. Way and Structures			Deprec.			Operating Expenses			Net Railway tax income	Net Railway income	
		Freight	Total		Total	Retire- ment	Total	Retire- ment	Total	Trans- poration	Total	Total	Operating ratio	Total	Total	Operating ratio			Total
			Pass.	1957															
171	Akron, Canton & Youngstown Sept. 9 mos.	3546	4560	\$514	\$69	\$83	86	374	857	815	852	\$166	\$408	\$353	72.8	68.7	\$74	\$80	
13	Albany, Troy & Saratoga Sept. 9 mos.	1,847	4,973	4,462	6,641	6,333	129	413	865	865	1,239	413	3,613	3,349	72.7	75.1	1,359	1,412	
13,172	Archbison, Topeka & Santa Fe Sept. 9 mos.	33,226	43,747	67,532	64,911	62,981	6,298	94,886	85,116	10,979	11,563	157,334	352,133	330,641	77.7	76.6	101,673	91,881	
81	Atlanta & St. Andrews Bay Sept. 9 mos.	3,356	3,360	345	3	3	32	31	31	31	67	66	159	159	44.2	46.0	93	89	
81	Atlanta & West Point Sept. 9 mos.	3,400	3,433	3,399	377	392	29	265	281	61	62	628	1,516	1,357	44.2	47.1	1,917	1,865	
133	Western of Alabama Sept. 9 mos.	2,273	2,328	323	440	438	58	560	609	14	17	144	264	261	92.4	85.4	26	19	
133	Atlantic Coast Line Sept. 9 mos.	2,445	2,472	3,896	453	437	78	591	632	169	174	1,263	2,667	2,654	88.6	85.7	308	262	
5,292	Atlantic Coast Line Sept. 9 mos.	10,181	11,923	11,677	1,894	2,008	153	2,981	3,016	460	457	9,915	10,120	10,989	92.9	92.9	450	469	
5,292	Atlantic Coast Line Sept. 9 mos.	13,576	13,541	125,864	18,416	23,453	1,521	26,283	27,375	5,985	4,150	46,897	149,118	108,957	92.9	92.9	9,080	6,747	
343	Charleston & West. Carolinian Sept. 9 mos.	5,241	5,281	5,281	140	132	143	997	104	104	104	1,166	1,166	1,166	77.6	78.5	110	65	
6,006	Baltimore & Ohio Sept. 9 mos.	34,512	38,594	44,083	4,080	5,668	7,145	6,965	9,978	1,053	15,874	30,638	278,546	278,546	80.6	76.6	7,441	1,888	
6,006	Baltimore & Ohio Sept. 9 mos.	314,287	349,778	345,594	40,258	37,738	3,579	65,365	72,682	8,992	9,461	147,413	280,956	280,956	80.7	68.818	25,287	31,005	
29	Staten Island Rapid Transit Sept. 9 mos.	1,828	2,440	2,275	255	252	29	322	262	16	15	1,354	2,572	2,270	105.4	99.8	393	795	
602	Banjo & Aroonook Sept. 9 mos.	481	249	854	144	205	177	270	273	104	31	264	2,572	2,270	105.4	99.8	393	795	
234	Canadian Pacific Lines in Me. Sept. 9 mos.	4,399	4,407	5,639	1,070	1,117	146	951	884	17	9	163	371	404	91.1	85.5	34	30	
234	Carolina & Northwestern Sept. 9 mos.	2,935	2,935	2,935	2,935	2,935	14	638	530	141	38	567	1,010	1,010	1,010	1,010	1,010	1,010	
284	Bessemer & Lake Erie Sept. 9 mos.	2,566	2,566	2,566	2,566	2,566	14	638	530	141	38	567	1,010	1,010	1,010	1,010	1,010	1,010	
1,763	Central of Georgia Sept. 9 mos.	3,386	3,386	3,386	3,386	3,386	45	617	670	167	166	1,424	2,945	3,013	79.9	82.9	741	491	
1,763	Central of Georgia Sept. 9 mos.	29,249	33,081	33,532	4,888	5,227	4,888	5,227	4,888	5,227	4,888	1,317	26,886	26,776	79.9	61.15	2,280	3,745	
612	Central of New Jersey Sept. 9 mos.	4,188	5,103	5,323	688	812	92	880	861	180	81	2,189	4,080	4,104	79.9	77.1	1,024	486	
612	Central of New Jersey Sept. 9 mos.	37,150	44,909	46,996	5,134	6,114	838	8,863	8,863	1,610	705	28,127	36,373	36,373	80.5	76.9	7,777	4,886	
383	Central Vermont Sept. 9 mos.	2,568	2,568	2,568	2,568	2,568	153	1,001	999	93	164	3,327	6,946	6,946	86.0	79.0	1,227	458	
383	Central Vermont Sept. 9 mos.	8,558	8,558	8,558	8,558	8,558	153	1,001	999	93	164	3,327	6,946	6,946	86.0	79.0	1,227	458	
5,132	Chesapeake & Ohio Sept. 9 mos.	35,036	37,829	36,332	4,424	4,191	443	5,638	5,638	1,848	1,778	12,036	24,386	23,033	64.5	63.4	4,451	3,885	
5,132	Chesapeake & Ohio Sept. 9 mos.	363,282	395,969	35,374	54,853	3,925	53,468	50,862	53,468	1,971	7,230	107,715	222,254	207,728	58.6	67.4	184,063	50,112	
862	Chicago & Eastern Illinois Sept. 9 mos.	2,536	3,021	3,021	415	459	30	537	531	146	130	1,104	2,423	2,446	91.6	81.0	547	160	
131	Chicago & Eastern Illinois Sept. 9 mos.	1,779	2,644	2,797	340	374	20	412	420	24	126	1,104	2,423	2,446	91.6	81.0	547	160	
131	Chicago & Eastern Illinois Sept. 9 mos.	6,015	8,828	8,828	436	511	275	3,963	3,924	218	275	1,395	3,467	3,498	57.6	60.4	2,448	1,114	
9,300	Chicago & North Western Sept. 9 mos.	13,397	14,738	16,807	26,571	27,621	3,327	28,763	31,584	8,953	4,103	73,780	146,201	151,297	85.1	90.3	24,855	11,224	
9,300	Chicago & North Western Sept. 9 mos.	13,397	14,738	16,807	26,571	27,621	3,327	28,763	31,584	8,953	4,103	73,780	146,201	151,297	85.1	90.3	24,855	11,224	
7,923	Chicago, Burlington & Quincy Sept. 9 mos.	15,524	17,536	18,944	18,977	20,415	2,998	3,477	3,776	940	547	33,541	17,339	14,531	92.5	82.3	793	1,134	
7,923	Chicago, Burlington & Quincy Sept. 9 mos.	15,524	17,536	18,944	18,977	20,415	2,998	3,477	3,776	940	547	33,541	17,339	14,531	92.5	82.3	793	1,134	
1,476	Chicago Great Western Sept. 9 mos.	2,817	3,020	3,027	560	543	40	436	475	133	117	908	2,039	2,033	67.5	67.3	981	855	
1,476	Chicago Great Western Sept. 9 mos.	2,817	3,020	3,027	560	543	40	436	475	133	117	908	2,039	2,033	67.5	67.3	981	855	
10,556	Chic. & St. Paul & Pac. Sept. 9 mos.	26,790	28,140	28,140	3,288	3,394	492	4,327	4,327	747	1,151	1,157	18,597	18,597	67.3	68.2	3,074	3,483	
10,556	Chic. & St. Paul & Pac. Sept. 9 mos.	26,790	28,140	28,140	3,288	3,394	492	4,327	4,327	747	1,151	1,157	18,597	18,597	67.3	68.2	3,074	3,483	
10,556	Chic. & St. Paul & Pac. Sept. 9 mos.	16,517	18,656	18,656	31,923	32,281	3,523	34,907	35,332	7,757	4,892	76,933	157,981	158,410	82.8	83.8	32,564	14,166	
7,631	Chicago, Rock Is. & Pacific Sept. 9 mos.	13,800	16,554	15,591	2,625	2,535	261	2,803	3,111	532	6,093	13,953	12,753	12,753	82.5	81.8	943	1,275	
7,598	Chicago, Rock Is. & Pacific Sept. 9 mos.	13,800	16,554	15,591	2,625	2,535	261	2,803	3,111	532	6,093	13,953	12,753	12,753	82.5	81.8	943	1,275	
7,598	Chicago, Rock Is. & Pacific Sept. 9 mos.	13,800	16,554	15,591	2,625	2,535	261	2,803	3,111	532	6,093	13,953	12,753	12,753	82.5	81.8	943	1,275	
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7,598	Chicago, Rock Is. & Pacific Sept. 9 mos.	13,800	16,554	15,591	2,625	2,535	261	2,803	3,111	532	6,093	13,953	12,753	12,753	82.5	81.8	943	1,275	
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7,598	Chicago, Rock Is. & Pacific Sept. 9 mos.	13,800	16,554	15,591	2,625	2,535	261	2,803	3,111	532	6,093	13,953	12,753	12,753	82.5	81.8	943	1,275	
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7,598	Chicago, Rock Is. & Pacific Sept. 9 mos.	13,800	16,554	15,591	2,625	2,535	261	2,803	3,111	532	6,093	13,953	12,753	12,753	82.5	81.8	943	1,275	
7,598	Chicago, Rock Is. & Pacific Sept. 9 mos.	13,800	16,554	15,591	2,625	2,535	261	2,803	3,111	532	6,093	13,953	12,753	12,753	82.5	81.8	943	1,275	
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7,598	Chicago, Rock Is. & Pacific Sept. 9 mos.	13,800	16,554	15,591	2,625	2,535	261	2,803	3,111	532	6,093								





Tolerances are close! A Pullman-Standard operator marks the exact diameter of the bored wheel hub to facilitate its being mated with an axle that has the correct clearance for proper fit.



Wheel boring requires exceptional precision—making uniform quality of the wheel highly important, according to Pullman-Standard. Even the nature of the mating surfaces, their degree of smoothness, influences the operation!



Axle diameters are carefully measured and recorded after finish turning. Axle will later be fitted with a wheel hub that is precisely 0.006 to 0.007" smaller. Automatic handling equipment shift axles from machine to machine.



Burnished journal seats have the glass-like surface so important to long operating life. Electronic measurement finds the finish to be within a few microinches of perfect smoothness.



A superb fit of precisely machined components: A Southern cast steel wheel is mounted at a force between 80 and 120 tons and ready for a new Pullman-Standard freight car.

## Putting Southern® Wheel Quality to Work . . .

*in mass-production wheel mounting at Pullman-Standard*

At Pullman-Standard Car Manufacturing Company's Bessemer, Ala., plant, Southern cast steel wheels have fitted perfectly into a highly mechanized wheel mounting technique that demands the utmost in wheel quality.

Wheel mounting, with minus tolerances of 0.006 to 0.007" and joining forces limited to 80 to 120 tons, is an exacting art made more exacting by mass production conditions.

One of the important foundations that Pullman-Standard relies upon to maintain precision and production is the uniform quality of Southern cast steel wheels—their accurately controlled hardness, their true concentricity and balance—factors that insure dependability and lasting performance.

AMERICAN  
**Brake Shoe**  
COMPANY

RAILROAD PRODUCTS DIVISION

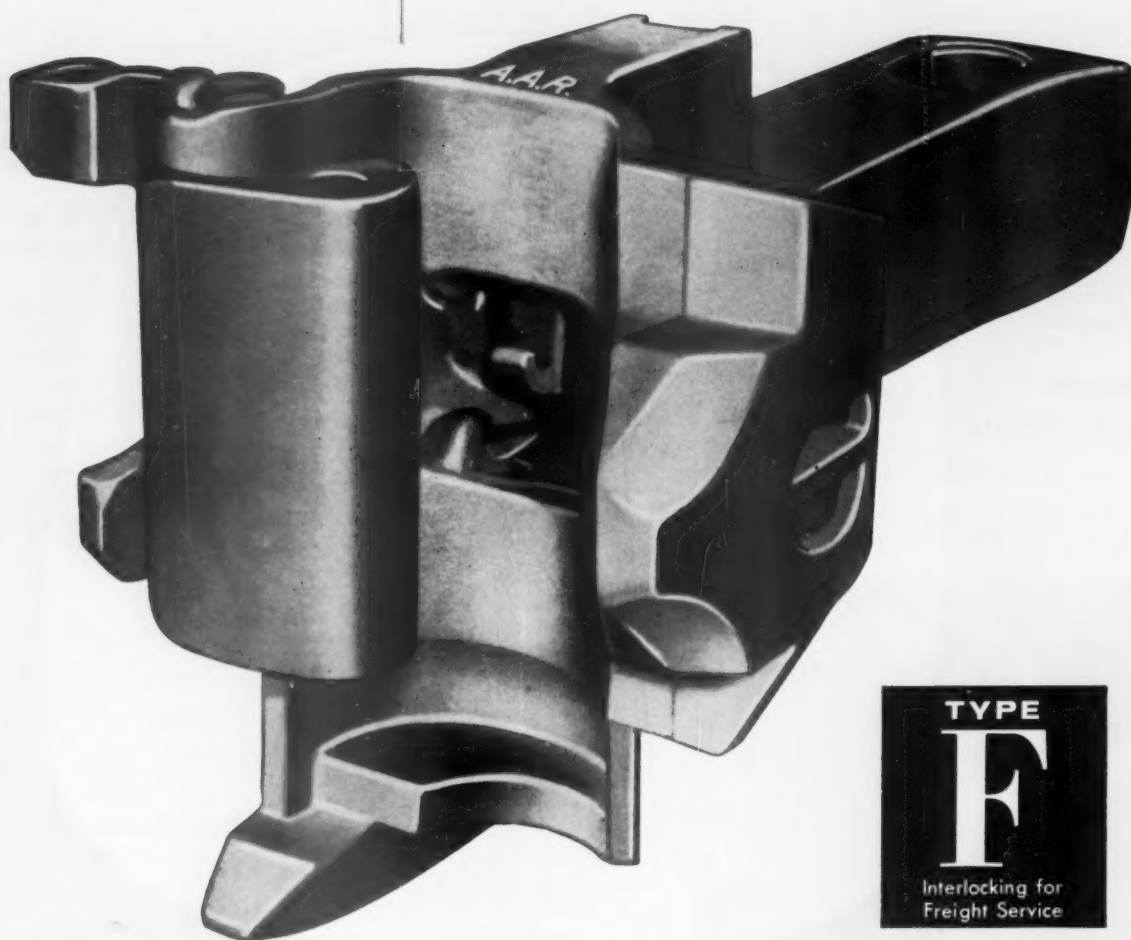
530 Fifth Avenue, New York 36, N. Y.



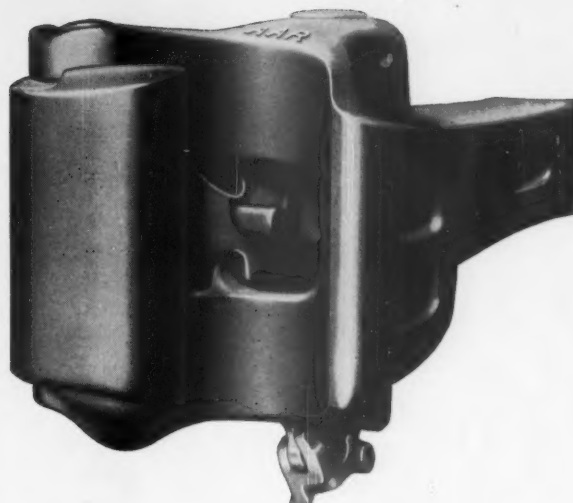
*There's Improved Railroading with*  
*National Specialties*

*Example:*

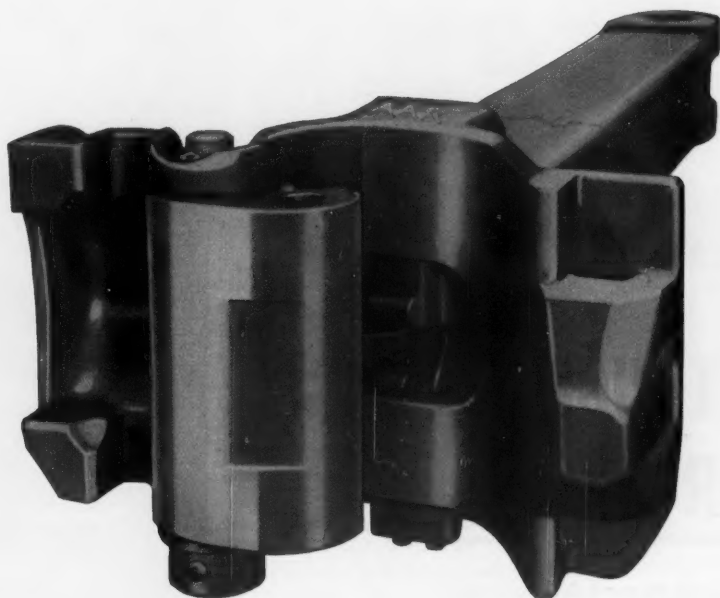
# NATIONAL



**TYPE**  
**E**  
Standard for  
Freight Service



# COUPLERS



The development of the automatic railroad coupler parallels the experience of National as a coupler manufacturer. And today, as always, National couplers meet all AAR specifications for gauging and inspection. Close quality control, unmatched testing facilities, nationwide and international service—spell National coupler leadership. Always look for the name National—the name that *means* couplers.

AA-5268

**NATIONAL MALLEABLE and STEEL CASTINGS COMPANY**



*Railway Division Headquarters  
Cleveland 6, Ohio*

*International Division Headquarters  
Cleveland 6, Ohio*

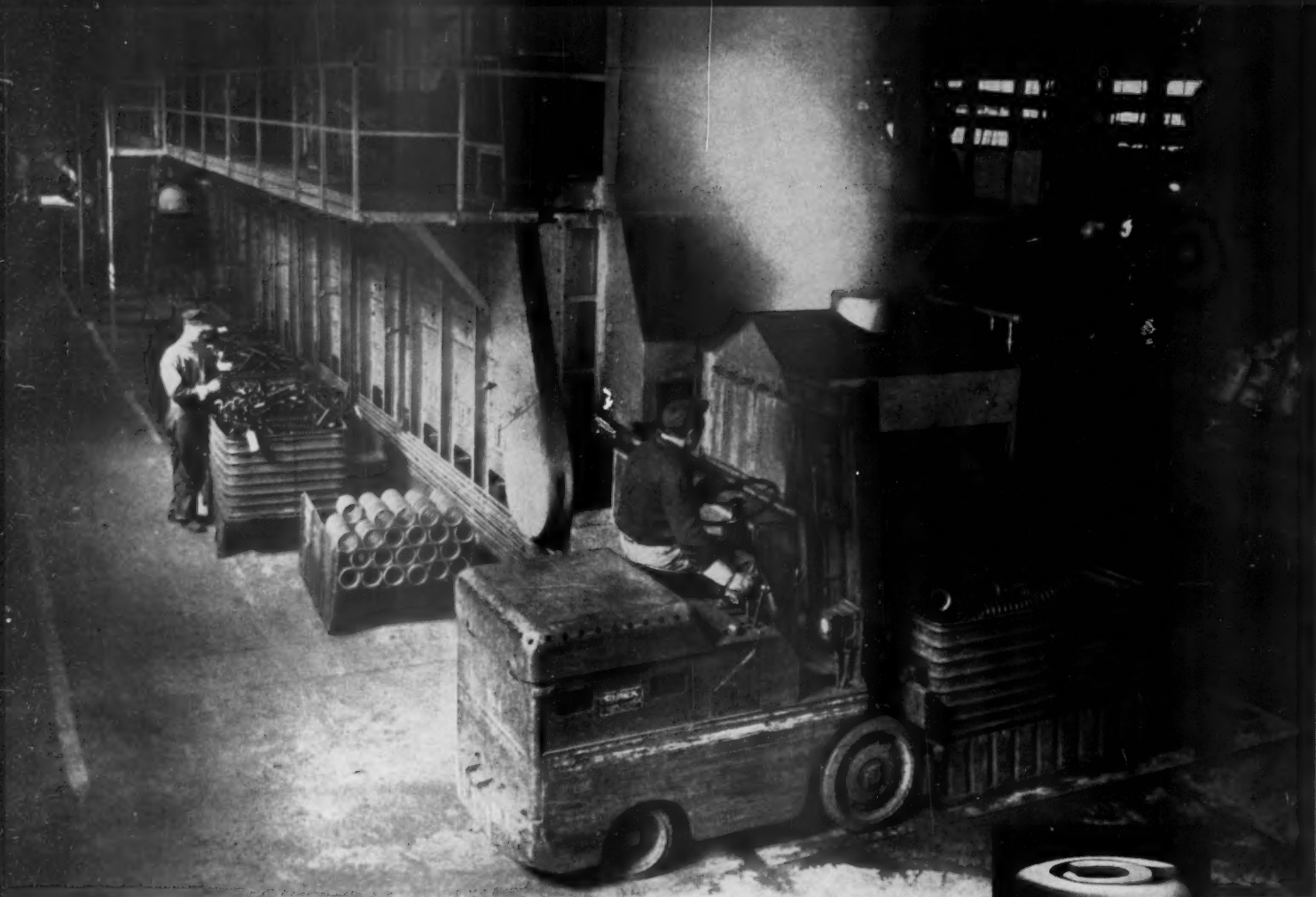
*Canadian Subsidiary  
National Malleable & Steel Castings Company  
of Canada, Ltd. • Toronto 1, Ontario*

**Established 1868**



**COUPLERS • YOKES • DRAFT GEARS • FREIGHT TRUCKS • JOURNAL BOXES**





# ALCO FREIGHT CAR TRUCK SPRINGS GUARANTEED FOR 10 YEARS

Uniform quality ALCO guaranteed springs are made to exceed AAR specifications; now you get even greater protection against replacement need.

On railroads around the world, ALCO springs have proved themselves again and again. They are so time-honored, ALCO can afford to guarantee these freight car truck springs against breakage for at least ten years.

ALCO FREIGHT CAR SPRING has date of manufacture stamped on coil. If it breaks within a period of ten years from that date, a new spring will be furnished free of charge by ALCO.

This ALCO guarantee applies to these springs\*:  
(Standard AAR Designs)

- |                     |             |
|---------------------|-------------|
| 1. 2 1/2-in. travel | 4. 1915-D   |
| 2. 3 1/4-in. travel | 5. 1936-D-2 |
| 3. 3 1/2-in. travel |             |

\*Except springs for brine refrigerator cars.



**ALCO**

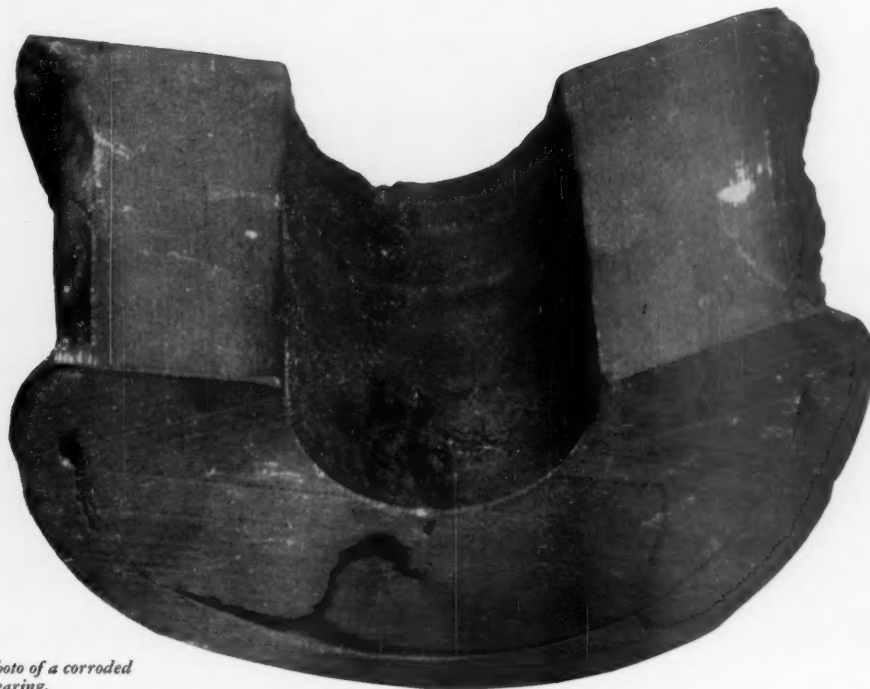
**ALCO PRODUCTS, INC.**

NEW YORK

Sales Offices in Principal Cities

Order ALCO guaranteed freight car springs for your next requirements. You will be assured of top quality and superior service by one of the nation's largest railroad suppliers. Call your nearest ALCO Sales Representative or write Spring & Forge Division, Dept. SGR-3, P. O. Box 1065, Schenectady 1, New York.

Locomotives • Diesel Engines • Nuclear Reactors • Heat Exchangers • Springs • Steel Pipe • Forgings • Weldments • Oil-Field Equipment



*Unretouched photo of a corroded diesel engine bearing.*

## NOBODY HAD THE BEARING IN MIND

Neglect can be very costly when a diesel engine is involved. Here you see what oxygen cell corrosion did to a water-cooled bearing. Such bearing failure can be caused by inhibitor deficiency or a complete lack of water treatment. Resultant corrosion then does a thorough job of destroying the part. After that, the only thing to do is stop the engine and replace the bearing.

Dependable, economical protection against such expensive situations is provided by Dearborn Cooling Water Treatment. Selected inhibitors guard the entire cooling system against damage by corrosion.

Cooling water treatment is only one of many Dearborn products that help to keep railroads running smoothly. NO-OX-ID Rust Preventives; cleaners and detergents; pressure cleaning systems; De-Ionizing plants; and Zeolite water softeners all contribute toward protecting valuable equipment—in the shop and along the way.

Serving the railroads is our business—we've been doing it for 70 years.

### DEARBORN SERVES AMERICA'S RAILROADS WITH...

**NO-OX-ID® RUST PREVENTIVES**—to protect metal surfaces against damage by corrosion.

**DETERGENTS AND CLEANERS**—for interior and exterior cleaning.

**PRESSURE CLEANING SYSTEMS**—to clean exterior surfaces of locomotives and cars, regardless of contour.

**COOLING WATER TREATMENT**—for the protection of diesel engine cooling systems.

**DE-IONIZING PLANTS**—deliver high purity water to help eliminate steam generator failure.

**ZEOLITE PLANTS**—to provide soft water for steam generators and cooling systems.

**DETAILED INFORMATION**—on any Dearborn service is available... just fill out and mail the coupon.



# Dearborn®

Serving America's Railroads For 70 Years

Dearborn Chemical Company  
Dept. RA-NO, Merchandise Mart Plaza, Chicago 54, Ill.

Send me information on:

- ☐ NO-OX-ID Rust Preventives ☐ Cooling Water Treatment  
☐ Detergents and Cleaners ☐ De-Ionizing Plants  
☐ Zeolite Plants ☐ Pressure Cleaning Systems

Name.....Title.....

Railroad.....

Address.....

City.....Zone.....State.....

## REVENUES AND EXPENSES OF RAILWAYS

(Dollar figures are stated in thousands; i.e., with last three digits omitted)

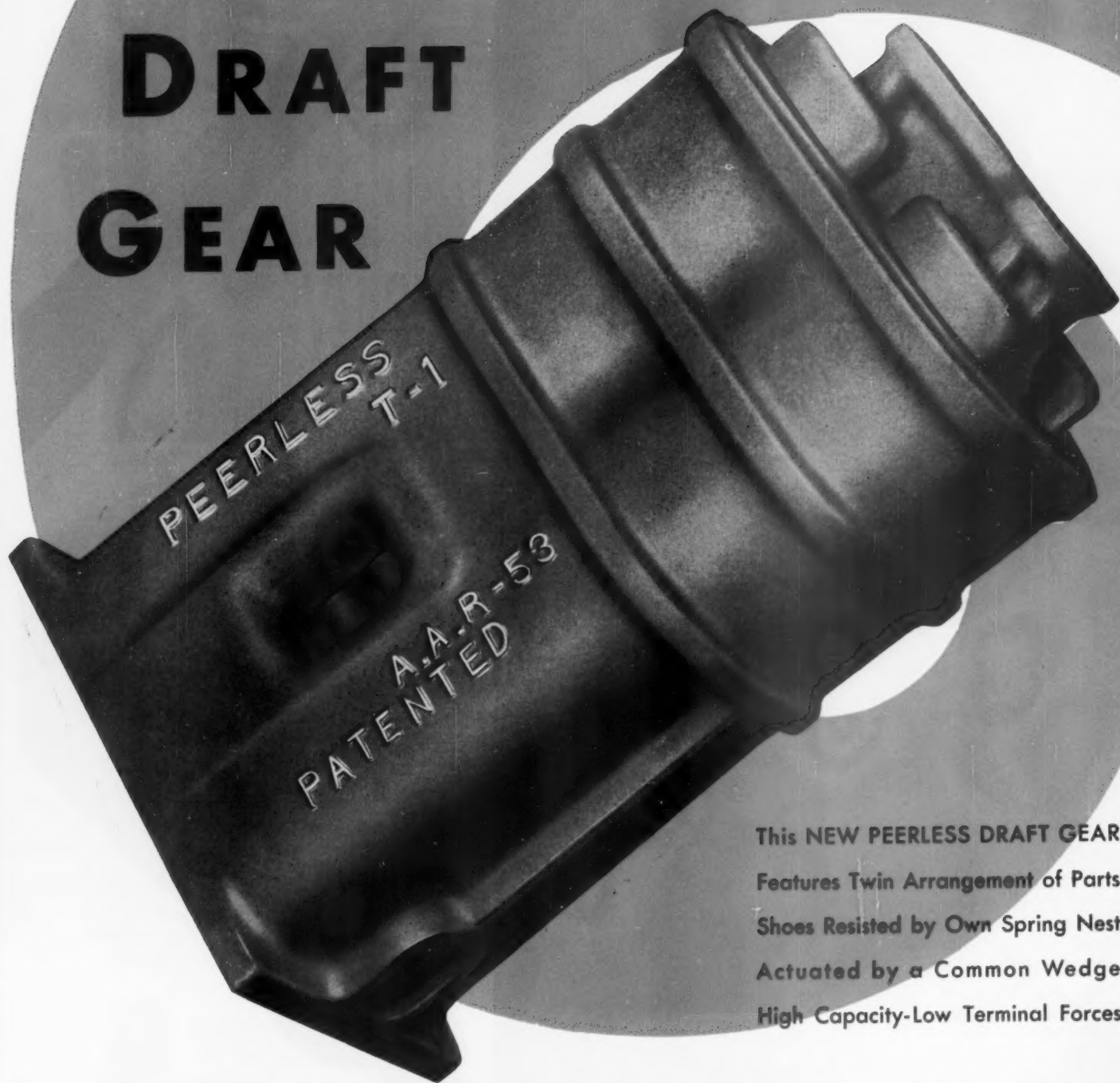
MONTH OF SEPTEMBER AND NINE MONTHS OF CALENDAR YEAR 1937

Name of Road	Average mileage operated per month		Operating Revenues		Operating Expenses		Operating Income		Net from operation		Railway operating income	
	Sept.	9 mos.	Sept.	9 mos.	Sept.	9 mos.	Sept.	9 mos.	Sept.	9 mos.	Sept.	9 mos.
Elgin, Joliet & Eastern	326	3,452	1	43,464	237	2,317	238	8,467	717	1,234	4,001	3,764
Erle	2,207	12,777	538	14,369	1,450	19,242	2,217	20,811	1,930	1,089	3,739	3,442
Florida East Coast	2,207	116,402	5,318	130,242	16,917	16,946	2,917	16,946	4,155	3,647	1,336	1,336
Georgia Railroad	571	27,732	4,598	25,498	25,319	3,631	518	5,256	4,798	960	2,874	2,861
Georgia & Florida	321	5,399	195	6,334	6,096	1,067	1,106	86	1,218	323	367	367
Grand Trunk Western	951	38,650	2,112	44,662	46,694	6,174	548	8,232	1,817	94	3,311	3,311
Great Northern	8,285	23,310	815	26,030	27,763	4,447	4,115	613	4,059	813	2,389	2,389
Green Bay & Western	224	3,393	...	3,488	3,488	74	74	361	47	9	302	302
Gulf, Mobile & Ohio	2,757	6,361	266	7,078	6,888	1,072	918	76	1,911	289	2,337	2,337
Illinois Central	6,498	19,877	1,776	23,631	24,978	3,686	3,848	437	4,327	888	1,607	1,607
Illinois Terminal	359	8,677	286	10,344	11,111	1,111	1,111	1,111	1,111	1,111	1,111	1,111
Kansas City Southern	891	31,811	987	35,993	35,774	4,106	3,445	49	4,922	1,666	2,158	2,158
Kansas, Oklahoma & Gulf	327	3,855	...	3,735	3,735	48	87	30	26	12	217	217
Lake Superior & Ishpeming	145	3,457	...	3,457	3,457	569	518	7	697	618	182	182
Lehigh & Hudson River	96	2,844	...	2,845	2,845	35	32	2	52	35	18	18
Lehigh & New England	178	771	...	779	834	90	98	6	196	178	52	52
Lehigh Valley	1,147	6,416	2,341	5,787	6,211	744	688	66	1,605	423	1,999	1,999
Litchfield & Madison	44	2,638	...	2,638	2,638	10	12	1	31	21	14	14
Long Island	351	1,233	4,538	5,954	5,954	743	688	100	1,066	882	168	168
Louisiana & Arkansas	351	10,693	37,769	50,099	48,168	6,994	6,821	833	9,547	9,281	1,584	1,584
Louisville & Nashville	5,784	17,913	782	20,953	19,558	2,936	2,900	312	4,183	4,601	1,181	1,181
Maine Central	944	1,845	82	2,067	2,163	489	420	29	394	404	77	77
Minneapolis & St. Louis	1,392	16,571	44	17,199	16,027	2,434	2,275	266	2,565	2,520	751	751
Minn., Northfield & Southern	77	3,392	...	3,692	3,348	562	283	20	306	301	96	96
Minn., St. Paul & S. Marie	3,222	3,969	94	4,286	4,628	983	852	44	581	662	134	134
Missouri-Illinois	3,222	3,969	675	36,583	35,511	531	531	38	6,766	5,972	1,241	1,241
Missouri-Kansas-Texas Lines	3,172	4,462	...	4,491	4,313	475	556	48	748	743	107	107
Missouri Pacific	3,183	4,792	1,831	5,483	5,207	815	7,797	848	9,221	8,762	2,358	2,358
Monon	9,645	21,301	869	24,392	24,026	3,755	3,774	346	4,250	4,397	1,033	1,033
Monongahela	541	14,798	582	16,559	16,789	2,474	2,734	182	2,791	2,641	684	684
Nashville, Chattanooga & St. Louis	10,621	44,972	6,687	58,471	62,956	8,274	8,854	1,214	10,361	11,198	2,404	2,404
New York Central	10,621	426,400	67,194	559,199	581,099	65,333	63,907	10,799	97,063	101,442	21,098	21,098
Pittsburgh & Lake Erie	221	3,184	482	3,869	4,078	513	3,789	1,009	5,866	6,167	2,881	2,881
New York, Chicago & St. Louis	2,179	14,916	128	16,296	15,821	1,900	1,877	241	2,213	2,233	331	331
New York, New Haven & Htd. Sept.	1,762	12,758	4,264	13,547	12,992	1,814	1,564	270	2,198	1,881	497	497
New York, New Haven & Htd. Sept.	1,762	12,758	4,264	13,547	12,992	1,814	1,564	270	2,198	1,881	497	497
New York Connecting	21	2,683	...	2,676	2,676	988	935	228	149	112	...	...
New York, Susque. & Western	129	3,393	376	3,815	3,867	410	454	54	520	582	111	111

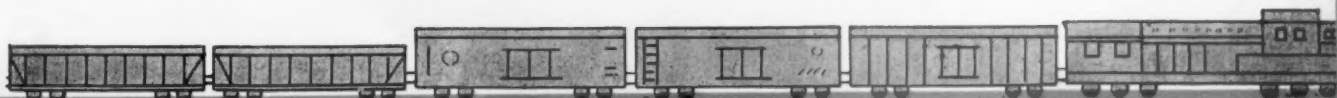
(Tables continued on page 36)



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**THE New PEERLESS**  
**DRAFT**  
**GEAR**




This NEW PEERLESS DRAFT GEAR  
Features Twin Arrangement of Parts  
Shoes Resisted by Own Spring Nest  
Actuated by a Common Wedge  
High Capacity-Low Terminal Forces



**PEERLESS EQUIPMENT**

Division of Peer and Company

**332 SOUTH MICHIGAN AVENUE, CHICAGO 4, ILLINOIS**



# Edgewater quality

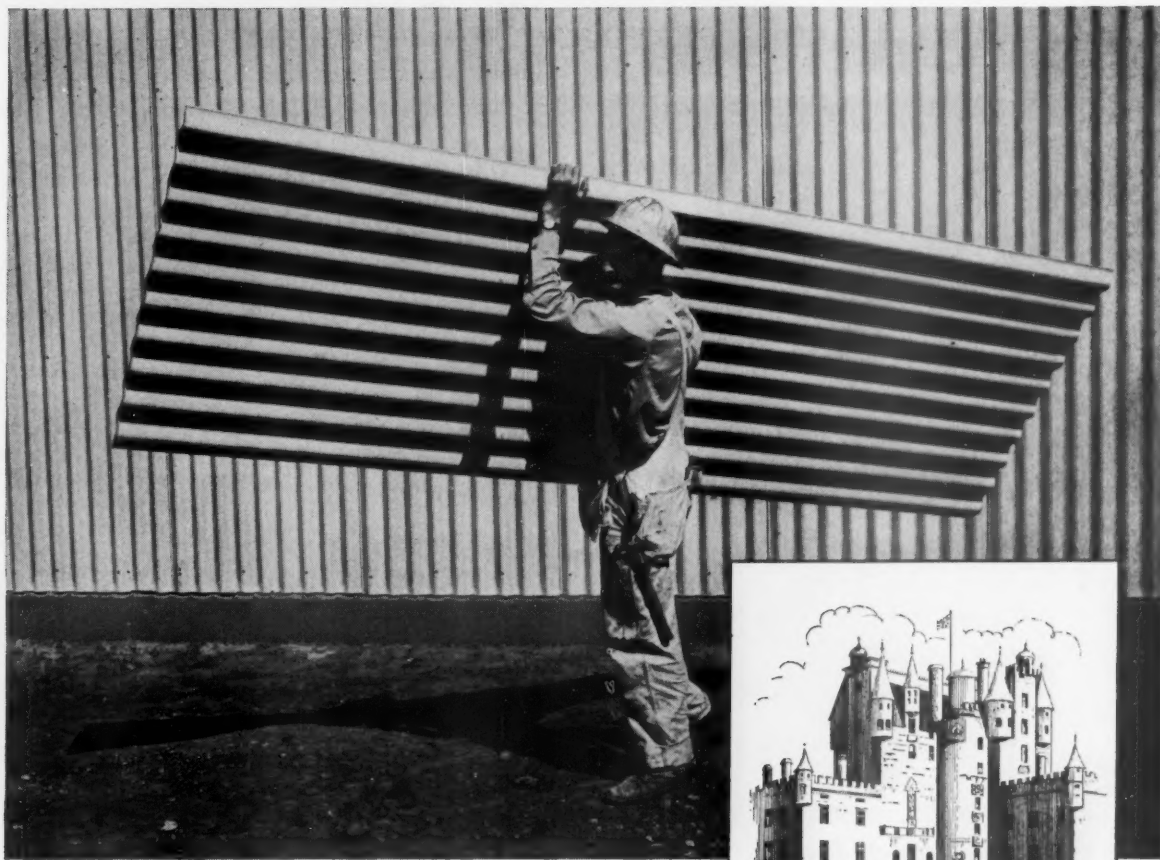
"measures up"

Every step in the manufacture of Edgewater Rolled Steel Wheels—from the making of steel to final inspection—is conducted in our own plant. As a consequence, we are able to maintain close control throughout every phase of the operation. This careful supervision assures optimum properties in the finished wheels. And that is why Edgewater Wheels "measure up" to your most-exacting requirements.

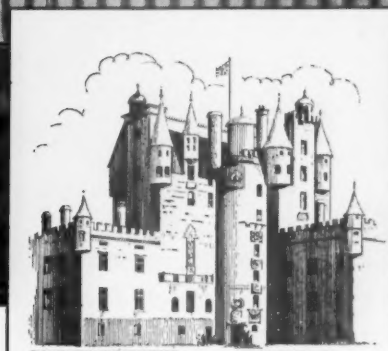


**Edgewater Steel Company**

P. O. BOX 478, PITTSBURGH 30, PENNA.



## Build years of service into roofs and walls



Constructed of stone in 1675-87, Glamis Castle in Scotland has withstood the ravages of weather and time. Glamis is the ancestral home of Queen Elizabeth of Great Britain.

### ***Johns-Manville Corrugated Asbestos Transite wears like stone***

For durability, Corrugated Transite is one of the most lasting building materials ever developed. Made of two practically indestructible minerals—cement and the ageless rock, asbestos—Transite looks and wears like stone. Like the famous old stone castles, original installations of Corrugated Transite are still giving service and protection under conditions which destroy other forms of roofing and walls.

Corrugated Transite can't burn, can't rot, can't rust. It has high resistance to acids, to gaseous fumes, to severe temperatures, to vermin and insects.

You save money on maintenance. Corrugated Transite requires no painting, no preservative treatment. It provides maintenance-free construction.

Corrugated Transite offers a way to save money on new construction and remodeling. The

large sheets are low in first cost . . . require no special tools for application . . . can be installed quickly and easily over skeleton frame construction . . . are 100% salvageable.

For more specific information, write Johns-Manville, Box 158, New York 16, N. Y. In Canada: 565 Lakeshore Rd. East, Port Credit, Ont.



Johns-Manville congratulates the American Institute of Architects on its 100th Anniversary.

—Consult an architect—use quality materials.



## Johns-Manville



## REVENUES AND EXPENSES OF RAILWAYS

(Dollar figures are stated in thousands; i.e., with last three digits omitted)

MONTH OF SEPTEMBER AND NINE MONTHS OF CALENDAR YEAR 1957

Average operating income during period	Name of Road	Operating Revenues			Deprec.			Operating Expenses			Deprec.			Net Railway income 1957	Net Railway income 1956						
		Total (inc. misc.)			Total			Total			Total					Net railway operation accruals	Net railway operation accruals				
		Pass.	Freight	1957	1956	1957	Retire- ments	1957	1956	1957	Retire- ments	1957	1956					1957	1956		
	Norfolk & Western	247	21,022	20,065	2,856	2,566	326	3,765	3,595	976	387	5,887	13,690	12,957	65.1	64.6	7,331	4,228	4,369		
Sent.		2,132	180,913	177,022	25,835	24,333	37,493	37,566	8,199	3,444	55,335	129,934	122,991	707	59.4	38,779	38,779	38,779			
9 mos.	Norfolk Southern	2,479	191,498	177,022	25,835	24,333	37,493	37,566	8,199	3,444	55,335	129,934	122,991	707	59.4	38,779	38,779	38,779			
9 mos.		6,844	7,915	8,909	7,812	1,852	1,766	133	2,104	290	461	2,512	6,548	6,160	80	62.3	7,985	7,985	7,985		
Sent.	Northern Pacific	567	17,066	17,069	2,254	2,201	286	2,740	2,581	666	407	6,102	12,464	12,144	72.9	71.1	4,623	4,623	4,623		
9 mos.		6,839	134,137	133,669	140,403	20,574	2,357	25,356	25,415	5,937	3,633	35,941	113,996	112,996	82.9	71.1	12,009	12,009	13,029		
	Northwestern Pacific	329	1,020	1,141	210	234	24	102	119	33	234	9	365	769	67	65.5	8,174	8,174	75		
Sent.		9,139	84,763	82,703	10,115	8,656	1,426	17,520	17,065	3,026	1,574	36,988	70,413	67,446	83.6	81.7	13,859	13,859	5,239		
9 mos.	Pennsylvania	9,959	66,470	66,470	10,115	8,656	1,426	17,520	17,065	3,026	1,574	36,988	70,413	67,446	83.6	81.7	13,859	13,859	5,239		
Sent.		9,960	58,471	93,294	75,256	737,545	87,235	79,133	13,052	156,789	149,582	27,272	12,765	338,659	605,944	83.6	82.2	121,591	39,702	52,057	
9 mos.	Penn.-Read. Seashore Lines	3,358	5,732	7,107	7,107	2,065	206	1,116	1,113	240	91	4,627	8,166	8,097	113.3	110.7	956	794	3,395		
	Piedmont & Northern	126	3,789	4,367	451	485	4	32	265	9	27	86	227	205	53.1	45.7	280	94	58		
Sent.		1,26	3,789	4,367	451	485	4	32	265	9	27	86	227	205	53.1	45.7	280	94	58		
9 mos.	Pittsburgh & West Virginia	1,32	7,997	8,091	814	136	98	15	1,237	145	31	71	224	693	69.5	74.8	2,206	99	118		
Sent.		1,32	7,997	8,091	814	136	98	15	1,237	145	31	71	224	693	69.5	74.8	2,206	99	118		
9 mos.	Reading	1,384	91,440	5,312	103,403	101,466	14,558	13,176	1,649	10,233	4,405	42,883	82,175	78,932	73.6	76.9	31,238	6,720	12,058		
	Richmond, Fred. & Potomac	118	1,360	2,025	1,951	212	224	26	330	272	67	709	1,493	1,301	69.3	66.7	622	287	230		
Sent.		118	1,360	2,025	1,951	212	224	26	330	272	67	709	1,493	1,301	69.3	66.7	622	287	230		
9 mos.	Rutland	391	4,421	4,497	439	488	8	59	48	17	28	167	3,460	3,442	80.0	77.7	557	259	197		
Sent.		349	3,220	3,214	286	34	6	14	15	6	22	592	1,453	1,625	82.2	80.3	148	18	75		
9 mos.	Sacramento Northern	1,554	1,625	1,625	1,625	1,625	1,625	1,625	1,625	1,625	1,625	1,625	1,625	1,625	1,625	1,625	1,625	1,625	1,625		
	St. Louis-San Francisco	4,608	8,890	9,926	10,104	1,418	1,437	1,722	1,577	583	360	3,911	7,909	7,910	79.6	78.8	2,026	788	951		
Sent.		4,608	8,890	9,926	10,104	1,418	1,437	1,722	1,577	583	360	3,911	7,909	7,910	79.6	78.8	2,026	788	951		
9 mos.	St. Louis-San Fran. & Texas	4,461	10,737	11,064	122,636	121,883	1,590	2,780	2,770	5,623	3,745	4,425	91,940	91,940	75.3	73.4	30,985	13,405	17,959		
Sent.		4,461	10,737	11,064	122,636	121,883	1,590	2,780	2,770	5,623	3,745	4,425	91,940	91,940	75.3	73.4	30,985	13,405	17,959		
9 mos.	St. Louis Southwestern Lines	1,555	3,128	3,128	3,128	3,128	3,128	3,128	3,128	3,128	3,128	3,128	3,128	3,128	3,128	3,128	3,128	3,128	3,128		
Sent.		1,555	3,128	3,128	3,128	3,128	3,128	3,128	3,128	3,128	3,128	3,128	3,128	3,128	3,128	3,128	3,128	3,128	3,128		
9 mos.	St. Louis Southwestern Lines	1,560	5,179	5,179	5,179	5,179	5,179	5,179	5,179	5,179	5,179	5,179	5,179	5,179	5,179	5,179	5,179	5,179	5,179		
Sent.		1,560	5,179	5,179	5,179	5,179	5,179	5,179	5,179	5,179	5,179	5,179	5,179	5,179	5,179	5,179	5,179	5,179	5,179		
	Savannah & Atlanta	144	219	334	295	107	42	56	50	132	15	97	289	286	86.4	69.9	46	5	33		
Sent.		144	219	334	295	107	42	56	50	132	15	97	289	286	86.4	69.9	46	5	33		
9 mos.	Seaboard Air Line	4,461	10,737	11,064	122,636	121,883	1,590	2,780	2,770	5,623	3,745	4,425	91,940	91,940	75.3	73.4	30,985	13,405	17,959		
Sent.		4,461	10,737	11,064	122,636	121,883	1,590	2,780	2,770	5,623	3,745	4,425	91,940	91,940	75.3	73.4	30,985	13,405	17,959		
9 mos.	Southern Railway	6,281	17,697	1,133	20,328	22,022	2,939	3,192	3,066	3,851	8,960	478	7,995	15,539	15,598	76.4	70.8	4,789	1,161	3,253	
Sent.		6,281	17,697	1,133	20,328	22,022	2,939	3,192	3,066	3,851	8,960	478	7,995	15,539	15,598	76.4	70.8	4,789	1,161	3,253	
9 mos.	Alabama Great Southern	328	1,165	1,348	1,375	249	229	34	398	285	64	43	492	1,280	1,269	89.1	70.7	2,432	986	1,193	
Sent.		328	1,165	1,348	1,375	249	229	34	398	285	64	43	492	1,280	1,269	89.1	70.7	2,432	986	1,193	
9 mos.	Albany, N. Orleans & Tex. Pac. Syst.	357	2,063	3,200	3,556	513	563	34	710	755	222	84	4,888	2,359	2,361	64.7	81.1	363	611	714	
Sent.		357	2,063	3,200	3,556	513	563	34	710	755	222	84	4,888	2,359	2,361	64.7	81.1	363	611	714	
9 mos.	Georgia Southern & Florida	337	28,631	1,173	31,540	32,473	5,053	5,295	571	6,227	5,713	1,855	7,485	20,259	21,428	69.9	66.0	9,591	4,754	5,894	
Sent.		337	28,631	1,173	31,540	32,473	5,053	5,295	571	6,227	5,713	1,855	7,485	20,259	21,428	69.9	66.0	9,591	4,754	5,894	
9 mos.	Georgia Southern & Florida	4,475	5,917	4,475	7,565	1,850	1,994	200	751	741	112	259	2,489	5,891	5,862	84.2	77.5	1,169	376	583	
Sent.		4,475	5,917	4,475	7,565	1,850	1,994	200	751	741	112	259	2,489	5,891	5,862	84.2	77.5	1,169	376	583	
	New Orleans & Northeastern	204	905	135	1,027	1,798	156	131	144	138	60	26	236	681	713	67.4	65.5	326	190	130	
Sent.		204	905	135	1,027	1,798	156	131	144	138	60	26	236	681	713	67.4	65.5	326	190	130	
9 mos.	Southern Pacific	8,994	39,629	2,237	44,345	44,308	5,535	5,473	5,000	9,767	2,363	791	17,911	35,944	38,393	81.1	82.1	8,401	3,811	3,248	
Sent.		8,994	39,629	2,237	44,345	44,308	5,535	5,473	5,000	9,767	2,363	791	17,911	35,944	38,393	81.1	82.1	8,401	3,811	3,248	
9 mos.	Texas & New Orleans	8,285	39,629	2,237	44,345	44,308	5,535	5,473	5,000	9,767	2,363	791	17,911	35,944	38,393	81.1	82.1	8,401	3,811	3,248	
Sent.		8,285	39,629	2,237	44,345	44,308	5,535	5,473	5,000	9,767	2,363	791	17,911	35,944	38,393	81.1	82.1	8,401	3,811	3,248	
9 mos.	Texas & New Orleans	4,392	95,420	3,495	104,970	104,970	17,748	19,086	1,787	13,560	15,216	1,693	2,463	38,713	78,065	80,582	73.2	74.5	3,140	3,793	3,552
Sent.		4,392	95,420	3,495	104,970	104,970	17,748	19,086	1,787	13,560	15,216	1,693	2,463	38,713	78,065	80,582	73.2	74.5	3,140	3,793	3,552
	Spokane International	150	277	291	328	37	31	31	32	10	6	73	161	161	55.4	49.1	130	34	65		
Sent.		150	277	291	328	37	31	31	32	10	6	73	161	161	55.4	49.1	130	34	65		
9 mos.	Spokane, Portland & Seattle	945	2,545	2,865	2,865	531	568	24	282	267	57	708	1,701	1,747	59.6	62.3	1,154	327	560		
Sent.		945	2,545	2,865	2,865	531	568	24	282	267	57	708	1,701	1,747	59.6	62.3	1,154	327	560		
9 mos.	Tennessee Central	286	21,439	773	23,484	25,419	3,588	5	3,613	3,59	1,922	19	1,124	17,363	20,791	66.1	68.4	185	238	490	
Sent.		286	21,439	773	23,484	25,419	3,588	5	3,613	3,59	1,922	19	1,124	17,363	20,791	66.1	68.4	185	238	490	
9 mos.	Texas & Pacific	239	5,635	5,729	5,898	5,898	703	897	55	495	452	108	476	1,455	3,584	67.2	72.7	222	110	445	
Sent.		239	5,635	5,729	5,898	5,898	703	897	55	495	452	108	476	1,455	3,584	67.2	72.7	222	110	445	
9 mos.	Texas & Pacific	1,831	5,199	286	8,966	6,287	789	1,077	990	1,095	2,325	4,644	4,991	77.8	79.4	1,323	515	481	447		
Sent.		1,831	5,199	286	8,966	6,287	789	1,077	990	1,095	2,325	4,644	4,991	77.8	79.4	1,323	515	481	447		
9 mos.	Texas & Pacific	1,831	5,199	286	8,966	6,287	789	1,077	990	1,095	2,325	4,644	4,991	77.8	79.4	1,323	515	481	447		
Sent.		1,831	5,199	286	8,966	6,287	789	1,077	990	1,095	2,325	4,644	4,991	77.8	79.4	1,323	515	481	447		
9 mos.	Toledo, Peoria & Western	161	2,694	2,694	2,694	2,694	2,694	2,694	2,694	2,694	2,694										

# Euclid earthmovers



## pave the way for new tracks

The Nashville, Chattanooga and St. Louis and the Louisville and Nashville railways have teamed up to build a new yard near Atlanta, Georgia.

Extending almost two miles, the 3 million yard earthmoving project involved cutting down a 114' hill in the first 3,000' and filling in the balance.

Codell and Oman, who received the contract for the job, put 43 Euclids to work, over half of all the earthmoving equipment on the job.

Twenty eight Rear-Dumps with capacities, from 10 to 22-tons, two TC-12 Twin-Power Crawlers and 13 scrapers made up the fleet of "Eucs". Earthmoving production averaged about 35,000 yards daily.

On new construction and relocation jobs, Euclid equipment has proved to be the solution to low cost dirtmoving. Built specially for severe off-highway service, rugged job-proved "Eucs" provide more workability at lower operating and maintenance costs.

Information on Euclid's complete line of products for moving earth, rock, ore and other materials is available from the Euclid dealer near you. He has facts and figures that show why Euclids are the best investment in earthmoving equipment.

EUCLID DIVISION, GENERAL MOTORS CORP., Cleveland 17, Ohio



## Euclid Equipment

FOR MOVING EARTH, ROCK, COAL AND ORE



WHAT RAILROADS ASKED FOR...

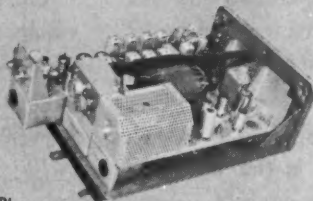


## SPERRY TRANSISTORIZED SINGLE-PACK RADIO

Transistorized design puts the Sperry Single-Pack Radio years ahead in railroad communications. Only transistorization can make a radio as compact and lightweight, as rugged and dependable. Only the combination of Sperry railroad know-how and engineering skill could build such performance into one package.



Rugged and compact, the Single-Pack weighs only 25 lb.



Plug-in transistorized design permits low-cost maintenance. Partially pulled receiver unit illustrates complete accessibility of components.

### NO OTHER RADIO OFFERED TO RAILROADS MATCHES THESE SPECIFICATIONS

- Weighs only 25 lb.
- One compact case, 17<sup>3</sup>/<sub>16</sub>" long, 12<sup>3</sup>/<sub>8</sub>" wide, 7<sup>1</sup>/<sub>8</sub>" deep with shock mount; 6" deep without shock mount.
- Four-channel communication.
- Split-channel design and temperature-controlled crystal ovens.
- Front-panel metering for simpler testing.
- Plug-in units for easier maintenance.
- Exclusive design permits universal application to wayside stations, locomotives and cabooses... no power-supply problems.
- Flexibility reduces spares requirements.
- Meets all AAR specifications.

The Sperry Single-Pack Radio will be available soon at a practical, competitive price. Its development is yet another great achievement in Sperry Rail Service's 30 year tradition of serving railroads exclusively. Write for full information today.

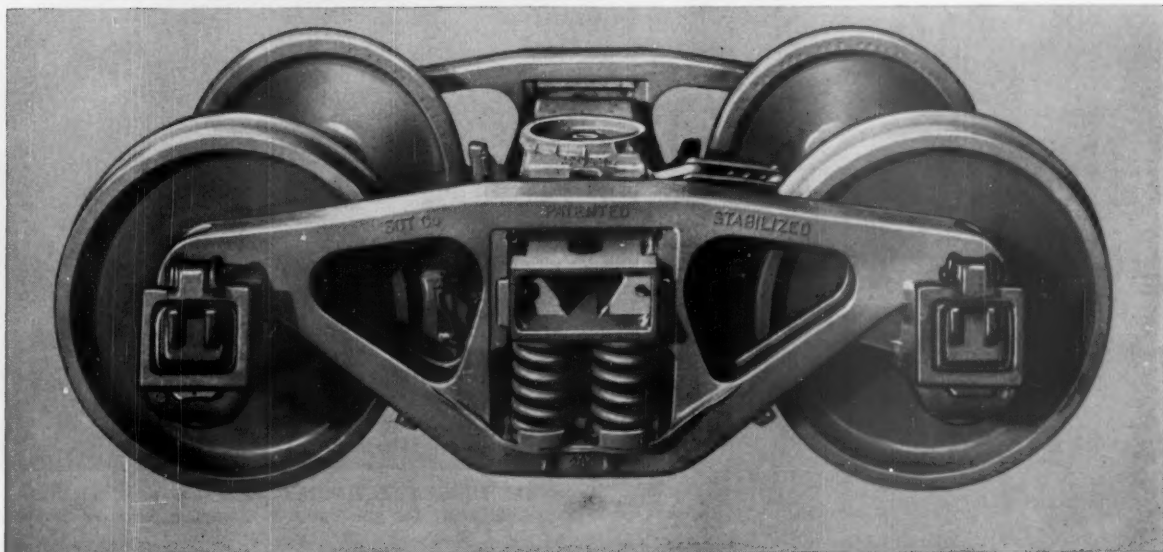


## SPERRY RAIL SERVICE

SUPPLYING RAILROADS EXCLUSIVELY  
Division of Sperry Products, Inc. • Danbury, Connecticut



# **MODERN FREIGHT CARS BEGIN WITH**



# **BARBER**

## **STABILIZED TRUCKS**

---

**MORE THAN 450,000 CAR SETS  
OF SM-O-O-O-O-THER RIDING  
BARBER STABILIZED TRUCKS SOLD**

Standard Car Truck Company, 332  
S. Michigan Ave., Chicago 4, Illinois.  
*In Canada:* Consolidated Equipment  
Company, Ltd., Montreal 2, Quebec.

THE CONTINUING

## OUTRAGE

# Railroad Patrons (Almost Everybody) Beware



NEW JERSEY TURNPIKE extension pays no taxes. Users are agitating for gasoline tax exemption because they pay tolls.

A major problem this country faces in this era of rolling prosperity is that of keeping all parts of the economy strong and expanding together. A weak link anywhere in the chain can spell trouble. Yet that danger threatens, in a real sense, in the basic inequality of tax treatment between the railroads and their competitors. Public transport keeps growing all the time while railroads—the cheapest and most efficient transportation available—are heavily taxed to help pay the bills.

Why is it that the public constantly gets improved highway facilities when parallel railroad improvements are needed just as much? The answer is simple. The one is financed by taxpayers; the other must await adequate earnings by the privately financed railroads—and those earnings are hammered lower and lower by the growing highway network which railroads themselves, through their taxes, help support.

Today, shippers everywhere are being penalized by this situation, and the nation's commerce is what must suffer in the long run.

Consider the New Jersey Turnpike extension in Bayonne, N.J., shown on this page. This is a tax-free facility. It provides quick access to the New York harbor and connects the turnpike with downtown New York City's Holland Tunnel.

The cost of building the extension ran as high as \$14,500,000 a mile. It not only pays no taxes, it takes a sizable chunk of formerly taxed land off the assessment books.

Two miles of this turnpike parallel railroad facilities that are assessed at about \$12,000,000 a mile. The tax bill for this property runs as high as \$935,000 per mile per year.

New Jersey has a 4-cents per gallon gasoline tax (only one state is lower and only two as low). It has no sales tax, no personal income tax. What it does have is a whopping tax on property. This hits railroads on their right of way, their rolling stock and other property.

New Jersey railroad taxes are perhaps abnormal, so high that P. M. Shoemaker, president of the Delaware, Lackawanna & Western, recently called "the combina-

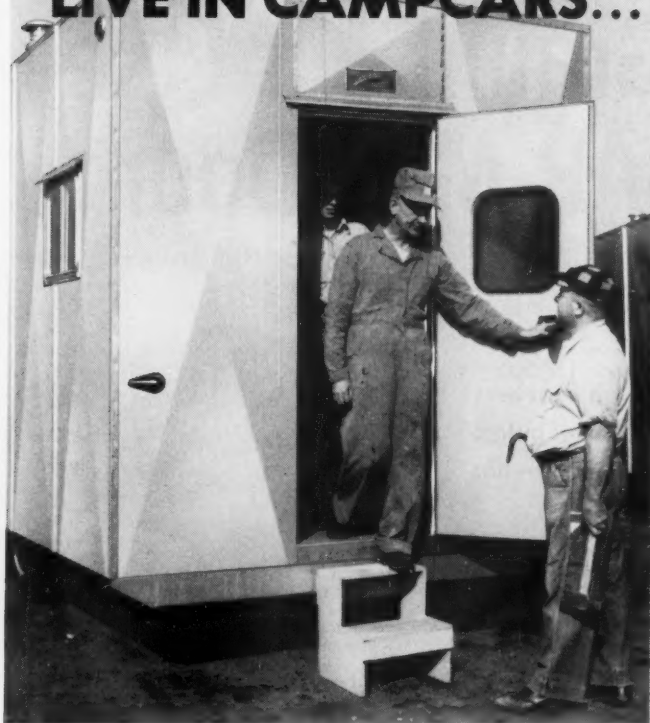
tion of state tax and regulatory policy. . . almost confiscatory." But the tax policy that subsidizes competition and holds back railroads is not peculiar to New Jersey alone. In every state, the railroads historically have been a major source of tax revenue.

Motor carriers, on the other hand, have rather generally come into prominence after the tax policy of a state has been set. Furthermore, truckers present a special problem to tax authorities since they own little real property and it is difficult to allocate the movable equipment of interstate carriers to individual states.

Some states even have levied "third-structure" taxes (so-called because they add a third tax base to the usual two—registration fees and fuel taxes) in an attempt to charge the user of public facilities some share of the cost.

It is not a question of the need for trucks; it is a question of equality of treatment. It's inherently unfair to railroad customers to expect them to continue forever to be the only users of transportation required to pay the full cost of transportation.

## WHEN THESE MEN LIVE IN CAMPCARS...



## these men ride the gravy train



The gravy-train is that wonderful train that rides the route to that Never-Never Land of low operating costs and high productivity.

It's an Ever-Ever Land to those railroads that use Morrison CAMPCARS to move, house and sustain their M/W Crews. Their operating costs drop immediately for CAMPCARS offer mobile housing that cuts down portal-to-portal pay time, travel time, food and lodging costs. Actually CAMPCARS can house 8 men for what you presently are paying to house one!

Morrison CAMPCARS are built by railroad men! The 30 year experience of Morrison-men in supplying railroads with important equipment is reflected in the quality, built-to-take it construction of CAMPCARS and their unique and practical design. They afford commodious off-track housing that builds crew morale, working incentive and higher productivity. They are clean, sanitary and completely equipped to enable 2 to 50 men or more to live and work at remote spots independent of utilities or service for a week to ten days.

*To learn more about this wonderful ride on the gravy-train, write for your copy of our fact-packed CAMPCAR brochure and the names of the important railroads that presently use them.*

# MORRISON

RAILWAY SUPPLY CORP.

1437 BAILEY AVENUE • BUFFALO 12, N. Y.



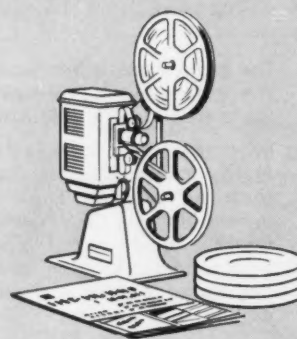


# NOW... a TWO-BAR Grain Door Like the THREE-BAR Malt Door

See how you save with these 2 sizes of steel-braced doors:

- **Reduces Damage to Cars:** Each door uses only 5\* nails per post. Steel beams control bulge, keep load away from car door. Grain door—not car door—supports load.
- **Half the Cost:** Acme Steel Grain Doors cost less than half the price of wood doors.
- **Re-Use Savings:** Use the steel beams over and over again for continuous extra savings.
- **Reduces Claims:** Loads start, travel and arrive safe and without loss—no dissatisfied shippers or consignees.
- **No Lading Loss:** Acme Steel Grain Door is steel reinforced both horizontally and vertically, keeps lading away from car doors, no bulging or ripping as with paper.

\*Malt size requires 6 nails.



See savings for yourself. Let an Acme Idea Man show you the new steel-braced grain door in action with our 10 minute movie. Or send for informative folder. Write Dept. RAG-117, Acme Steel Products Division, Acme Steel Company, Chicago 27, Illinois.

**ACME  
STEEL**

## GRAIN DOORS



# REPORT OF A DECADE OF PROGRESS

## BALLAST CLEANING



The repeat business which we have enjoyed through the years proves the value of our service and prompts our slogan:

*Just Ask the Railroads  
That have used us!*

**SPENO**

**FRANK SPENO RAILROAD BALLAST CLEANING CO., INC.**

306 North Cayuga St., Ithaca, N. Y.

1947	1948	1949	1950	1951	1952	1953	1954	1955	1956
DL&W PRR SOU.Ry B&MRR CRRNJ CNO&TP The D&H	DL&W PRR SOU.Ry B&MRR CRRNJ CNO&TP IC	DL&W PRR SOU.Ry CRRNJ CNO&TP	DL&W PRR SOU.Ry CNO&TP C&O P-RSL	DL&W PRR SOU.Ry CRRNJ CNO&TP C&O P-RSL	DL&W PRR SOU.Ry CNO&TP IC C&O NYCRR CNRys CPRy RDG ACL	DL&W PRR SOU.Ry CRRNJ CNO&TP IC C&O NYCRR CNRys CPRy RDG ACL NKP AGSRR CCC&STL IHBRR	DL&W PRR SOU.Ry CNO&TP IC C&O NYCRR CNRys CPRy RDG ACL AGSRR CCC&STL IHBRR B&OCT B&ARR B&O P&LE	DL&W PRR SOU.Ry CRRNJ CNO&TP The D&H IC C&O NYCRR CNRys RDG ACL AGSRR CCC&STL IHBRR B&OCT B&ARR B&O P&LE Erie CB&QRR N&WRy MCRR	DL&W PRR SOU.Ry CNO&TP The D&H IC C&O NYCRR CNRys RDG ACL AGSRR CCC&STL B&OCT B&ARR B&O P&LE Erie CB&QRR N&WRy MCRR

## RAIL GRINDING



1955	1956
Erie DL&W LV The D&H B&O C&O	Erie DL&W LV The D&H B&O DT&I PRR NKP WMRy IC



E.F. Luna: *Please note and return*

## ELECTRICAL TESTING LABORATORIES, INC.

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TESTING • INSPECTIONS • CERTIFICATION



ELECTRICAL • PHYSICAL • CHEMICAL

July 17, 1957.

Mr. E.L. Gittleson,  
Manager of Quality Control  
Anaconda Wire & Cable Company  
Hastings-on-Hudson 6, New York

Dear Mr. Gittleson:

Herewith is our Summary Report No. 366064 for 1956-1957, which brings together the results of the services we have rendered to your Company in this thirteenth contract year under your Quality Maintenance Program. As usual, our service covered your seven plants from coast to coast and consisted of the following:

1. Check or "audit" of inspection records at each plant, with results of some 121,500 tests examined. As in other years, every evidence that substandard material was rejected and so labelled, while only material in full compliance with relevant specifications went to the shipping room.
2. Witness of testing operations in each plant, with no criticism of technique, procedure or applicability of specification. As a "double check" -
3. Specimens of products on which plant tests had been witnessed were shipped to our headquarters and tests made there by our personnel, with our equipment and our interpretation of specifications; result, satisfactory agreement.
4. Calibration of all testing apparatus in the seven plants using ETL standards throughout. 352 pieces of testing equipment, some with as many as 5 ranges each, were checked; our certificate reports covered 366 pages. A fresh "ETL" red label was attached to each to indicate compliance with the accepted accuracy limits.

To summarize in one sentence: All of this checking by ETL furnishes once more, evidence of the effectiveness of your in-plant Quality Maintenance Program to insure that the products shipped are in full compliance with the relevant specifications.

Very truly yours,

*Gordon Thompson*  
Gordon Thompson,  
Chief Engineer.

ET/EG *ELG. Thanks - This certainly confirms  
that Anaconda Wire and Cable is made  
under the strictest quality  
control program in the industry*  
*E.F.L.*

NOTE: E T L REPORTS ARE THE PROPERTY OF THE CLIENTS TO WHOM THEY ARE RENDERED.  
REPRESENTATIVE CHARACTER OF THE SAMPLES AND TO THE COMPREHENSIVENESS OF THE TESTS, AND  
QUOTATIONS FROM E T L REPORTS ARE AUTHORIZED ONLY SUBJECT TO E

57423



# People in the News

**ARKANSAS & LOUISIANA MISSOURI.**—George M. Haile appointed general eastern agent, 530 Fifth avenue, New York.

**ASSOCIATION OF AMERICAN RAILROADS.**—William E. Hall, manager, Information Section, Public Relations Department, Washington, D.C., retired October 31.

**ATLANTIC COAST LINE.**—R. L. Groover, assistant general manager, Wilmington, N.C., retired November 8.

**BALTIMORE & OHIO.**—James B. Martin, superintendent of dining car service, Baltimore, named manager, dining car and commissary department at that point, succeeding Howard O. McAbbe, retired.

M. F. Robinson, Jr., division freight agent, Pittsburgh, named assistant general freight agent, Chicago. Murray A. Campbell, division freight agent, Springfield, Ill., transfers to Pittsburgh to succeed Mr. Robinson. R. A. Rietz, district freight representative, Omaha, Neb., replaces Mr. Campbell at Springfield.

Joseph J. Luddy, assistant to comptroller, Baltimore, appointed assistant comptroller, in charge of disbursements accounts.

**BANGOR & AROOSTOCK.**—Waverly M. Alexander, assistant general freight agent, Bangor, Me., appointed general freight agent. William C. Park and Hugh G. Goodness appointed assistant general freight agents. Mr. Park was formerly chief clerk, sales department, and Mr. Goodness was chief rate and tariff clerk.

**BURLINGTON.**—John W. Green, office manager, general passenger office, Chicago, advanced to manager of mail, baggage and express traffic there, to succeed Herbert C. Wallace, named general agent, passenger department, Chicago, succeeding W. M. Moloney, resigned.

J. T. Lacy, city freight agent, St. Louis, Mo., appointed assistant general livestock agent, Galesburg, Ill., succeeding H. A. Leopold, retired.

**CANADIAN NATIONAL.**—Retirements effective October 31: William H. Hobbs, vice-president of personnel, Montreal; R. B. Graham, assistant general manager, Atlantic region, Moncton, N.B.; and Harrison B. Titus, division engineer, Halifax, N.S.

John G. Davis, assistant superintendent, Halifax, appointed terminal superintendent, St. John, N.B. John L. Teed, trainmaster, Napadogan, N.B., named assistant superintendent, Fredericton, N.B., succeeding John W. Druhan, dogan, N.B., named assistant superintendent, succeeds Mr. Teed.

William T. Wilson, assistant vice-president, personnel, Montreal, succeeds Mr. Hobbs as vice-president, personnel.

Donald W. Kyle, safety supervisor, Moncton, N. B., appointed regional safety supervisor, Atlantic region, Moncton.

W. C. Begin, special accountant, appointed regional supervisor of wage bureau, Atlantic region, Moncton, N.B.

The Atlantic region has been divided into two districts. E. J. Cooke appointed manager and general superintendent, Newfoundland district. J. W. Damcoe named general superintendent, Maritime district (comprised of the mainland territory and Prince Edward Island division). Administration over motive power and car

equipment has been transferred to division master mechanics, who report on administrative matters to divisional superintendents. Technical control of motive power and car equipment will continue along departmental lines. Roadway maintenance and transportation line administration will come under division engineers and division assistant superintendents respectively, but technical control is exercised through the regional staff officers.

**CHICAGO & NORTH WESTERN.**—John W. Alsop, trainmaster, Fond du Lac, Wis., appointed superintendent, Twin Cities division, St. Paul, succeeding Leonard C. Reynolds, who retired October 1.

Robert E. Budorick, formerly traffic manager, Rail Trailer Company, named assistant general freight agent, motor common carrier division. (Continued on next page)

## SPECIAL 500,000 LB. CAPACITY FLAT CAR

Built by  
**THRALL**

Where the "Special" is  
Standard and The  
"Standard" is Special

"Special" cars for industrial requirements are standard procedure here at Thrall. At the same time, "Standard" cars for inter-change service benefit from special custom shop construction at interesting prices. How can we offer an attractive proposition on both? Flexible production facilities plus 38 years of developing them pretty well sum it up.

For examples of the wide range of cars we've built, or design help with your car problem, just write or call collect.



Westinghouse 500,000-lb. capacity special design flat car. Cast steel underframe. Length over strikers 45'4". Width over all 10'0".

**THRALL**  
CAR MANUFACTURING COMPANY

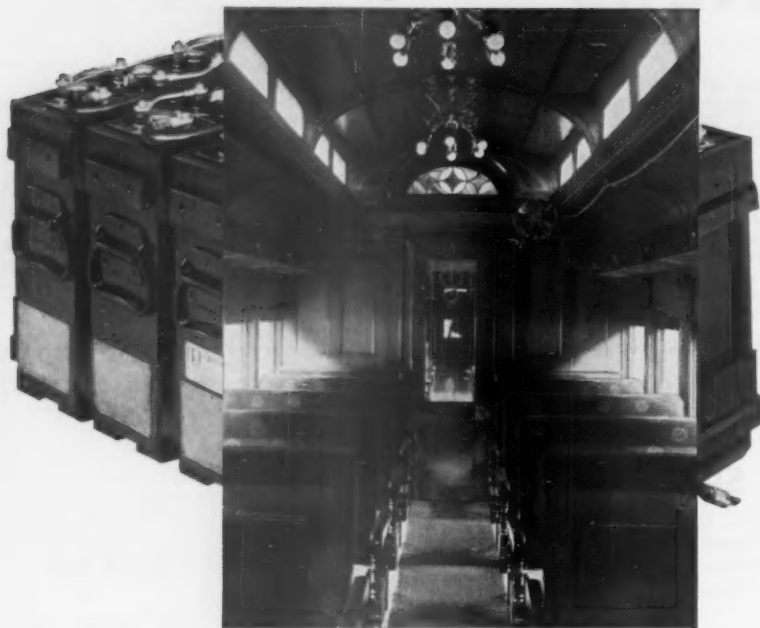
2602 Wallace St.,  
Chicago Heights, Illinois



Robert D. Leach  
C&NW

William T. Wilson  
CNR

This car is gone ...



but its battery is still in service!

... and today's EDISON battery with new active material offers even greater durability and life

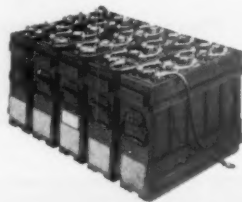
THROUGH the years EDISON storage batteries have built a consistent record of long-term service and dependability ... and now a new active material adds *extra* years of life, *extra* durability to today's EDISON battery.

Batteries with this new active material offer more economy than ever ... and greater resistance to operating abuse. Over the years this can add up to important savings in stand-by power cost. In day-to-day operation, it means greater protection than ever from the problem of "sudden failure."

A development of Edison research, this new active material meets the increased demands of today's lighting, air-conditioning, and caboose-operation loads. On long-term tests, EDISON batteries with the new active material have proved superior over the full range of railway power requirements.

For information on EDISON storage

batteries contact your local Edison representative, or write Edison Storage Battery Division, Thomas A. Edison Industries, West Orange, N. J. In Canada: International Equipment Co., Ltd., 90 Bates Road, Montreal, P. Q.



*Railroads depend on Edison batteries for five important power services*  
—operating power on industrial trucks  
• stand-by power for communications equipment on caboose cars • stand-by power for air conditioning and lighting on passenger train cars • stand-by power for all types of railway signaling • multiple unit controls.

Edison NICKEL - IRON  
-ALKALINE Storage Batteries

... a product of Thomas A. Edison Industries of



**Michael Caputo**, assistant superintendent of passenger transportation, appointed supervisor of passenger service, Chicago. **George F. Brom**, superintendent passenger transportation, retired. **Leonard N. Smallwood**, special agent, Chicago, appointed captain of the road's police force with jurisdiction over the company's Chicago shops and 40th Street freight yard.

**S. A. Keathley**, general agent, St. Louis, promoted to acting traffic manager, southwestern region there, and is succeeded by **Edward E. Harney**, named acting general agent.

**E. Bradley Huedepohl**, formerly sales engineer, Soiltest, Inc., Chicago, appointed geologist in the agricultural and research development department, C&NW, Chicago.

**Robert D. Leach**, manager, Chicago office of Arthur Andersen & Company, appointed assistant to vice-president and comptroller, C&NW, Chicago.

**FLORIDA EAST COAST.**—**John E. Corbett**, commercial agent, promoted to assistant to freight traffic manager, St. Augustine, Fla.

**GULF, MOBILE & OHIO.**—**Charles F. Groom** appointed eastern traffic manager, Washington, D.C., with supervision over offices at New York, Cleveland, Pittsburgh and Washington.

**HANNIBAL CONNECTING.**—**E. G. Epperson** appointed supervisor, motive power and equipment, succeeding to the duties of **Charles Horst-meyer**, retired superintendent equipment, Hannibal, Mo.

**ILLINOIS CENTRAL.**—**J. A. Dumas** named safety inspector, Chicago.

**JERSEY CENTRAL.**—**Eugene M. Hart** appointed manager-personnel, which includes jurisdiction over the Pass Bureau. Position of supervisor of employment and personnel, formerly held by Mr. Hart, abolished.

**KANSAS, OKLAHOMA & GULF—MIDLAND VALLEY—OKLAHOMA CITY-ADA-ATOKA.**—**John B. Green**, appointed vice-president—traffic of these roads at Muskogee, Okla. Mr. Green was formerly assistant vice-president, **Litchfield & Madison**, St. Louis, Mo.

**LAKE TERMINAL.**—**Russell J. Heyer** appointed superintendent car service and freight agent.

**LOUISVILLE & NASHVILLE.**—**William E. Dial** appointed freight traffic agent, Mobile, Ala.

**MAINE CENTRAL.**—**Richard L. Achorn**, agent at Hallowell, Me., appointed general agent, Lewiston, Me., succeeding **B. C. Kirkpatrick**, who retired September 30.

**MILITARY TRAFFIC MANAGEMENT AGENCY.**—**Hugh C. Gray** and **Roland L. Guyotte, Jr.**, named special assistants to executive director. **Gordon N. Small** appointed deputy director of policy and plans.

**MINNEAPOLIS & ST. LOUIS.**—**Robert W. Christie**, assistant general freight agent, Des Moines, promoted to freight traffic manager, St. Louis; **R. J. Blunck**, general agent, Dallas, to assistant general freight agent, Detroit; **C. W. Newland**, general agent, Detroit, to general freight agent, Des Moines, and **T. E. Keating**, freight traffic manager, St. Louis, transferred to Dallas.

**NATIONAL MEDIATION BOARD.**—**Eugene C. Frank**, associated with the Cleveland Union Terminal, New York Central, for many years, appointed to the staff of mediators, National Mediation Board, Washington, D.C.

**NICKEL PLATE.**—**H. G. Stiebeling**, assistant signal engineer, became signal engineer August 17, succeeding **S. G. Rober**, retired (Railway Age, Aug. 26, p. 56).

**NORFOLK & WESTERN.**—**Edgar A. Stump**, transitman, Portsmouth, Ohio, appointed resident en-

(Continued on page 50)

# MARKET OUTLOOK *at a glance*

## Carloadings Drop 5.4% Below Previous Week's

Loadings of revenue freight in the week ended November 9 totaled 675,273 cars, the Association of American Railroads announced on November 14. This was a decrease of 38,721 cars, or 5.4%, compared with the previous week; a decrease of 97,577 cars, or 12.6%, compared with the corresponding week last year; and a decrease of 116,769 cars, or 14.7%, compared with the equivalent 1955 week.

Loadings of revenue freight for the week ended November 2 totaled 713,994 cars; the summary, compiled by the Car Service Division, AAR, follows:

REVENUE FREIGHT CAR LOADINGS For the week ended Saturday, November 2			
District	1957	1956	1955
Eastern .....	107,545	127,924	133,802
Allegheny .....	135,205	153,524	148,992
Poconos .....	59,702	65,240	63,095
Southern .....	123,796	131,390	135,929
Northwestern .....	104,150	128,596	121,613
Central Western .....	130,427	133,674	138,978
Southwestern .....	53,169	60,019	61,852
Total Western Districts .....	287,746	322,289	322,443
Total All Roads .....	713,994	800,367	804,261
Commodities:			
Grain and grain products .....	51,231	55,886	55,337
Livestock .....	12,715	12,743	14,586
Coal .....	134,782	144,754	138,023
Coke .....	9,952	12,330	13,414
Forest Products .....	39,380	43,560	45,195
Ore .....	58,894	80,854	69,476
Merchandise i.c.l. .....	54,001	62,065	65,234
Miscellaneous .....	353,039	388,205	402,996
November 2 .....	713,994	800,367	804,261
October 26 .....	703,688	816,803	829,648
October 19 .....	726,812	828,741	829,078
October 12 .....	741,520	823,207	821,578
October 5 .....	747,647	815,193	801,559

Cumulative total,  
44 weeks .....

30,769,872	32,264,441	32,013,496
------------	------------	------------

**IN CANADA.**—Carloadings for the ten-day period ended October 31 totaled 128,757 cars, compared with 92,274 cars for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
October 31, 1957 .....	128,757	42,960
October 31, 1956 .....	141,718	52,816
Cumulative Totals:		
October 31, 1957 .....	3,426,765	1,378,079
October 31, 1956 .....	3,724,031	1,455,263

## New Equipment

### FREIGHT-TRAIN CARS

► **Freight Car Ownership Up.**—Class I roads on October 1 owned 35,257 more freight cars than on the same date last year, AAR report summarized below shows; repair ratio was 0.1% less than on September 1 of this year.

	Oct. 1, 1957	Oct. 1, 1956	Change
Car ownership .....	1,738,940	1,703,683	+35,257
Waiting repairs .....	86,073	70,416	+15,657
Repair ratio .....	4.9%	4.1%	+ 0.8%

► **Georgia.**—Ordered 75 70-ton hopper cars, American Car & Foundry; estimated cost \$682,000; delivery expected next February.

► **Illinois Central.**—Ordered 200 70-ton covered hopper cars, American Car & Foundry; approximate cost \$2,000,000; 100 will be twin hopper cars, the other 100 will be triple hopper cars.

► **Midland Properties Company.**—This wholly owned subsidiary of the Savannah & Atlanta has ordered five 50-ton box cars from Pullman-Standard at a unit cost of \$8,350; delivery scheduled for December.

► **Western of Alabama.**—Ordered 25 70-ton hopper cars, American Car & Foundry; estimated cost \$227,000; delivery expected next February.

### PASSENGER-TRAIN CARS

► **Northern Pacific.**—Ordered 10 baggage cars, Pullman-Standard; estimated cost \$802,500; delivery expected second quarter 1958.

### LOCOMOTIVES

► **Duluth, Missabe & Iron Range.**—Ordered 28 1,750-hp road switchers, at unit cost of approximately \$245,000, Electro-Motive, for delivery before start of 1958 ore shipping season; purchase of 36 additional units is contemplated over next two years to completely dieselize road.

► **Northern Pacific.**—Ordered 58 diesel units costing approximately \$10,000,000; 31 1,750-hp road switchers and 15 1,200-hp switchers will be built by Electro-Motive, and 12 1,800-hp road switchers by Alco Products.

### SPECIAL

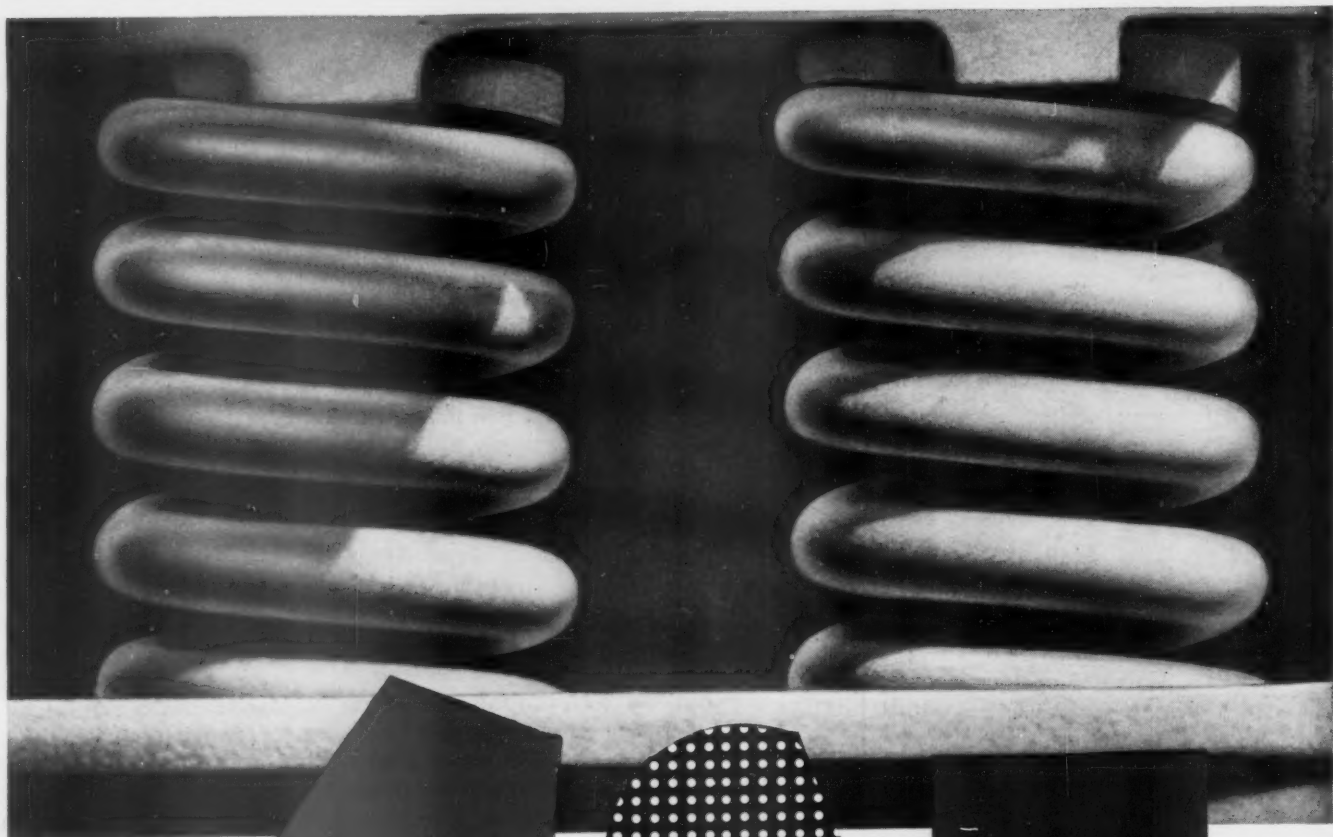
► **National of Mexico Has New Buying Rules.**—New regulations for purchase of equipment and materials have been approved by the National of Mexico, says Foreign Commerce Weekly, which adds that steps are being taken to organize a permanent commission to coordinate requirements of the NdeM's various departments; copy of new purchase regulations, in Spanish, may be borrowed from Trade Development Division, Bureau of Foreign Commerce, Washington 25, D.C.

## New Facilities

► **Canadian National.**—Plans early construction of \$17,000,000 push-button gravity classification yard at Moncton, N.B.; new yard, with more than 65 miles of track and eight miles of motor road, will accommodate 4,248 freight cars and will be able to dispatch 2,000 cars a day; plans provide space for future expansion of yard to handle even more cars.



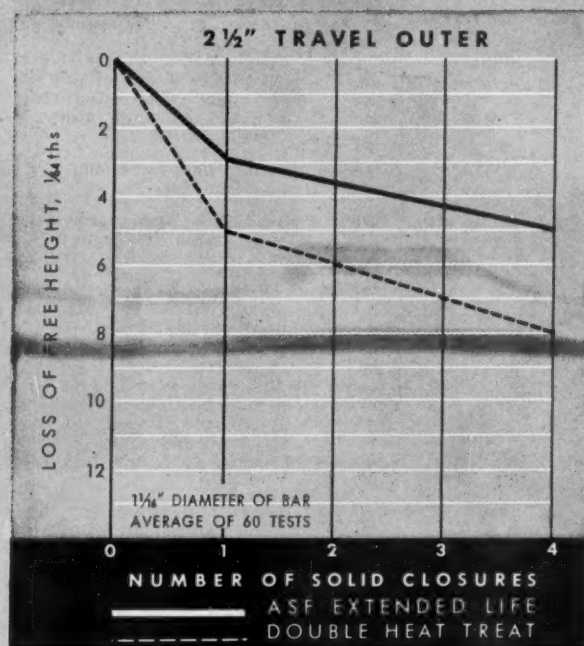
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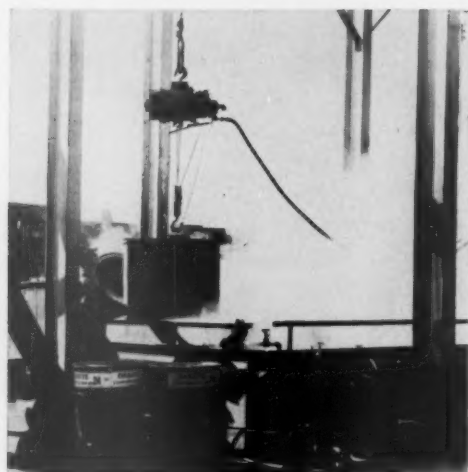
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Technical Service Representatives in Principal Cities of U. S. and Canada

(Continued from page 46)

gineer there, succeeding **Roscoe Porter**, who retired October 31.

**ROCK ISLAND.**—**John Guandolo**, general attorney, Chicago, who resigned to become a partner of the law firm of Cake and Negus, Washington, D.C., will specialize in transportation law.

**SANTA FE.**—**Flory Mauriocourt**, acting auditor, Topeka, Kan., appointed assistant general auditor, Chicago, succeeding **L. L. Taylor**, who retired October 31. **C. F. Gilroy**, auditor, Los Angeles, transferred to Topeka to succeed Mr. Mauriocourt. **S. C. Oliver**, assistant to general auditor, Chicago, promoted to assistant general auditor.

Effective November 1, **R. D. Clousing**, who has been on leave of absence (*Railway Age*, Sept. 9, p. 70), resumed his position as superintendent, Chicago Terminal division, Corwith, Ill., succeeding **N. L. Minnix**.

**C. E. Duncan** appointed general transportation inspector, Western Lines and Panhandle & Santa Fe, Amarillo, Tex., succeeding **J. H. Rapier**, deceased.

**SEABOARD.**—**L. W. Fincher**, assistant general freight agent, Atlanta, Ga., appointed assistant freight traffic manager there, succeeding **B. J. King**, promoted. **R. O. Cason**, commercial agent, appointed division freight agent, Atlanta.

**Charles A. Chinnis**, trainmaster, Hamlet, N. C., appointed assistant superintendent, Virginia division, Raleigh, N. C., succeeding **Ray Carrigan**.

**SOUTHERN PACIFIC.**—**Lawrence E. Hoyt**, assistant to general manager, San Francisco, promoted to assistant manager of industrial development, and is succeeded by **D. K. McNear** (*Railway Age*, Oct. 28, p. 15).

**Charles O. Kramer** appointed assistant electrical engineer.

**Clark S. Grove**, assistant auditor of pay roll accounts, promoted to auditor of pay roll accounts, San Francisco, succeeding **Elmer M. Johnson**, who retired October 31. **Glen A. Montgomery** succeeds Mr. Grove.

**TEXAS & PACIFIC.**—**Tom L. Farmer** appointed general attorney, Dallas, Tex.

**UNION PACIFIC.**—**C. C. Weedon**, general freight service manager, Omaha, Neb., retired October 31.

**VIRGINIAN.**—**J. Schmuck, Jr.**, general freight and passenger agent, Norfolk, Va., appointed assistant freight traffic manager—rates at that point. **L. E. Brett**, assistant general freight agent, Norfolk, named general freight agent—divisions there. **Aubrey T. Mason**, general agent, Washington, D.C., appointed assistant to general traffic manager, Norfolk, and is succeeded by **Ralph A. Wilson**, coal traffic agent, Norfolk. **William H. Hutton**, commercial agent, New York, succeeds Mr. Wilson.

**WABASH.**—**George J. Gude** appointed assistant to freight traffic manager, St. Louis, replacing **Ralph W. Bonbrake**, promoted to assistant general freight and passenger agent, Toledo, to succeed **Phil Schorr**, who retired November 1.

## OBITUARY

**Miss Olive W. Dennis**, who retired in 1951 as research engineer, **Baltimore & Ohio**, died November 5 in Baltimore, Md.

**A. C. Duncan**, trainmaster, South Carolina division, **Piedmont & Northern**, died October 27 at his home in Greenville, S. C.

**Challence O. Hooker**, 68, general manager, Lines East, **Great Northern**, Duluth, died November 7 in St. Paul.

**Tom E. LeSueur**, 71, who retired in October 1956 as general passenger agent, **Nickel Plate**, died November 8 at his home in Lakewood, Ohio.





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Proper design followed up with painstaking accuracy and care go into all USS Trackwork. This constant attention to the very finest detail means that you get maximum service from every piece of equipment bearing the USS label. You'll find it pays to specify USS Trackwork.

The 39-foot-long Samson-type switch points are doubly reinforced, insulated, heat-treated and have special plating. Rail braces are USS TAYLOR\* adjustable braces. The Rail Section is USS 14031 (140% A.R.E.A.).

\*TAYLOR is a registered trademark of United States Steel Corporation for its adjustable rail brace.

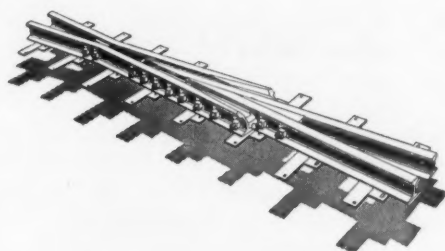
The  $\frac{1}{2}$ " 20 frog is of railbound manganese steel construction —A.R.E.A. 625, with special plating.



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# Goldfish Bowl or Smoke Screen?

Government puts up the money for the construction and maintenance of highways and waterways. So you'd think government would want to know in detail all about the transportation service the highways and waterways provide.

But no—government is content with only a very hazy idea of the volume of different kinds of traffic that use its publicly provided facilities. On the other hand, government requires the railroads, which operate entirely on privately owned property, to give statistical reports down to the last detail — revenues, expenses, traffic and wages.

What's the explanation of this paradox?

There just isn't any explanation—in the realm of logic or common sense. It's wholly a matter of outmoded tradition.

Government started regulating railroads 70 years ago, and one of the regulators' first requirements was periodical statistical reports. As the years have passed, the demands of the regulators for statistical reports on railroad performance have constantly grown.

The collection of census-type information on population, production and transportation is a legitimate function of government. There is nothing

socialistic about government's taking upon itself a worth-while public service—such as compiling economic statistics—which can be performed more effectively by government than by private enterprise.

There is, then, nothing to complain about in government's collection of railroad statistics. The complaint arises in government's failure to collect similar statistics from other forms of transportation. The railroads live in a goldfish bowl. Practically everything they do, including details on each class of traffic they handle, is subjected to public scrutiny. Including scrutiny by their competitors. Conversely, nobody knows how much traffic in various commodities is moving how far by private truck—and the information on contract truck movement and barge movement isn't much more complete. It certainly isn't the public interest that is being served by the smoke screen behind which operations of contract and private carriers are conducted.

For some time, there has been under discussion a plan to have the Census Bureau make a survey of all transportation. This would not be a complete census of all movements. It would be a fair-sized but economical sample, from which reasonably reliable deductions as to total traffic by all carriers (private, contract and common), could be made. But the whole program was killed some months ago, allegedly as an "economy."

Our government spends billions a year in building and maintaining transportation facilities—an activity which is pure and unadulterated socialism. But to spend a few hundred thousand dollars on a transportation census—that is considered to be an unwarranted extravagance. How inconsistent can government be anyhow?

**FINDING OUT WHAT GIVES:** Without reliable and detailed information on the actual traffic being moved by each type of transportation, it just isn't possible to know whether current transportation expenditures are wise or not. The collection and dissemination of census-type information is not socialistic, but was recognized as a legitimate government function long before Karl Marx was born. Common carriers ought to be insisting that government collect and publish just as complete information on the operations and traffic of contract and private carriers, as it does on the operation of common carriers.



### **"I Am Ambitious Of Your Esteem"**



#### **Captain John Paul Jones:**

To the Countess of Selkirk, in 1778, Paul Jones wrote "... I am ambitious of your esteem and friendship, and would do anything, consistent with my duty, to merit it."

After his men of the "Ranger" had commandeered the Selkirk's silver, Jones had privately promised to return it. Buying it from his crew for 140 English pounds, he returned the silver to the Countess in 1784. The Captain kept his word and won her lifelong esteem.

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